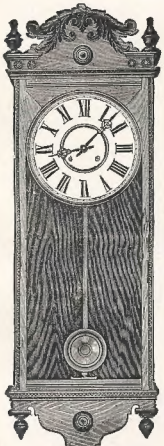
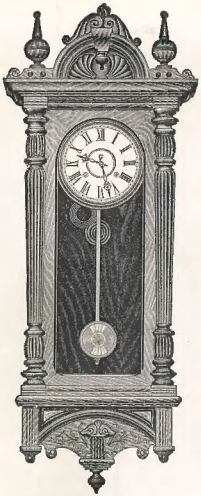
Waterbury Clock Co.'s Fine Office Clocks and Regulators.

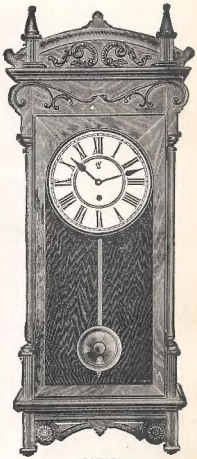
PRICES EACH



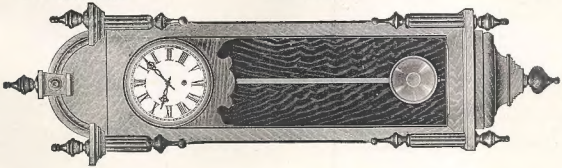
FOSTORIA
Oak, Walnut or Mahogany.
8 Day, Time.....$12 50
8 Day, Half-hour Strike, Gong.....14 00
30 Day, Time, with Second Hand.....14 00
12 inch Dial. Height, 45¼ inches.
Width, 16½ inches.



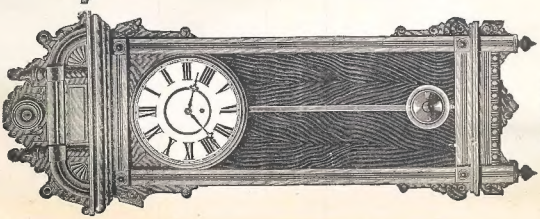
LEIPSIC
Oak or Walnut.
8 Day, Half-hour Strike, Gong.....$15 50
30 Day, Time, with Second Hand.....15 50
8 inch Dial. Height, 45 inches.
Width, 17½ inches.



CAIRO
Oak, Walnut or Mahogany.
8 Day, Time.....$13 50
8 Day, Half-Hour Strike, Gong.....15 00
10 inch Dial. Height, 43 inches.
Width, 17½ inches.



GALESBURG
Oak, Walnut or Mahogany.
8 Day, Time.....$11 00
8 Day, Half-hour Strike, Gong.....12 50
8 inch Dial. Height, 42 inches.
Width, 14½ inches.



CAMBRIDGE
Oak or Walnut.
8 Day, Time.....$13 50
8 Day, Half-hour strike, Gong.....15 00
30 Day, Time, with Second Hand.....15 00
12 inch Dial. Height, 50½ inches.
Width, 20¼ inches.

HIGH GRADE GOLD FILLED DICKENS' VEST CHAINS.

All full regular lengths, best quality, guaranteed. All chains come put up on fine silk ribbed white tissue paper.

Prices Each.

The Uncle Sam.

14k gold filled chain. Polished Boston links, real intaglio green stone charm.

(S. O. B. & Co.)

No. 3622.....each, $4 45

The Favorite.

14k gold filled chain, flattened double curb links, dark brown real stone, seal charm.

(D. F. B. Co.)

No. 3623.....each, $3 85

The Bulldog Brand.

High grade gold filled chain, polished single curb links, chased center, real soldered intaglio bloodstone charm.

(C. R. H.)

No. 3624.....each, $3 20

The Favorite.

14k gold filled chain, polished double curb links, real bloodstone seal charm.

(D. F. B. Co.)

No. 3625.....each, $4 00

The Waldorf.

High grade gold filled chain, flattened single curb, soldered links, carved charm with garnet carbuncle set.

(H. D. M. & Co.)

No. 3626.....each, $4 05

The Uncle Sam.

14k gold filled chain, polished soldered cable links, real intaglio green stone charm.

(S. O. B. & Co.)

No. 3627.....each, $4 20

The Admiral.

14k gold filled chain, polished gold soldered cable links, real jade cameo stone charm, warranted to give satisfaction.

(W. H. B. & Co.)

No. 3628.....each, $2 55

The Dickens.

High grade gold filled chain, polished round wire soldered links, polished charm, set with amethyst stone.

(H. & B.)

No. 3629.....each, $4 60

Duke of Marlborough.

High grade chain, gold filled, chased cable links, real intaglio stone charm, warranted to give satisfaction.

(P. S. Co.)

No. 3630.....each, $4 40

The Royal.

High grade, gold filled chain, flattened single curb soldered links, chased centers, real onyx cameo stone charm.

(D. F. B. Co.)

No. 3631.....each, $2 70

High grade gold filled chain, soldered square cable links, real stone double-head cameo charm, warranted to give satisfaction.

(C. R. H.)

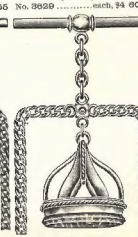
No. 3632.....each, $3 25

Duke of Marlborough.

Fine rolled plate chain, polished and chased, open curb links, real stone intaglio charm, warranted to give satisfaction.

(P. S. Co.)

No. 3633.....each, $3 40

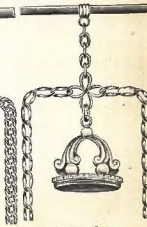


The Waldorf.

High grade gold filled chain, flattened single curb soldered links, chased centers, carved seal charm with real agate stone.

(H. D. M. & Co.)

No. 3634.....each, $3 50



The Royal.

Gold filled chain, polished trace links, real stone seal charm, warranted to give satisfaction.

(D. F. B. Co.)

No. 3635.....each, $2 65

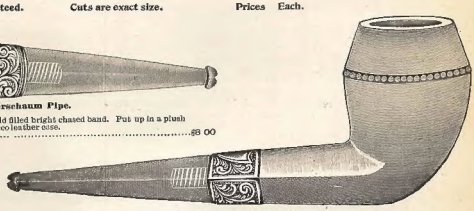
FINEST QUALITY GENUINE MEERSCHAUM AND FRENCH BRIAR PIPES.

Quality Guaranteed. **Cuts are exact size.** **Prices Each.**

Genuine Meerschaum Pipe.

With finest quality selected amber stem, gold filled bright chased band. Put up in a plush lined morocco leather case.

No. 9623.....$8 00



Genuine Meerschaum Pipe.

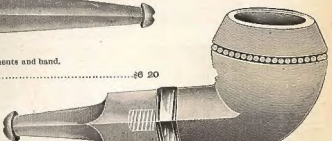
Finest quality selected amber stem, gold filled, polished, chased and engraved band. Put up in a plush lined chamois leather case.

No. 9624.....$7 35

Genuine French Briar Pipe.

Fine selected genuine amber stem, sterling silver inlaid ornaments and band. Put up in a plush lined chamois leather case.

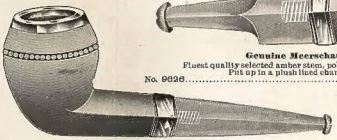
No. 9625.....$6 20



Genuine Meerschaum Pipe.

Finest quality selected amber stem, polished sterling silver band. Put up in a plush lined chamois leather case.

No. 9626.....$6 00



Genuine Meerschaum Pipe.

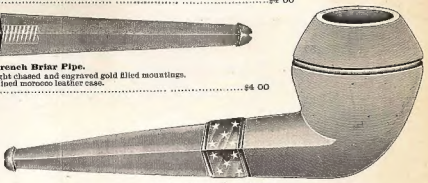
Finest selected genuine amber stem, polished gold filled mountings. Put up in a plush lined leather case.

No. 9627.....$4 00

Genuine French Briar Pipe.

Finest quality selected amber stem, bright chased and engraved gold filled mountings. Put up in a plush lined morocco leather case.

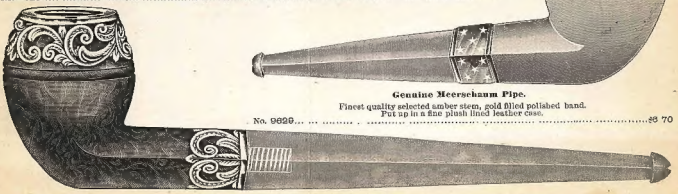
No. 9628.....$4 00



Genuine Meerschaum Pipe.

Finest quality selected amber stem, gold filled polished band. Put up in a fine plush lined leather case.

No. 9629.....$6 70



Genuine French Briar Pipe.

Finest quality, long selected amber stem, heavy sterling silver mountings. Put up in a fine plush lined chamois leather case.

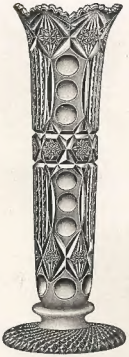
No. 9630.....$10 65

FINEST RICH AMERICAN CUT GLASS.

Prices Each.

Lexington Vase.

No. 1 8 in.....$ 5 00
No. 2 10 " 8 25
No. 3 12 " 8 75
No. 4 14 " 11 25
No. 5 16 " 15 00

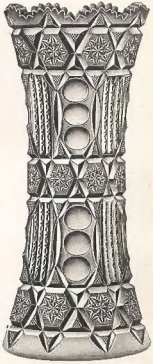


No. 1 Cut Vase.

No. 6 8 in.....$ 7 50
No. 7 10 " 11 88
No. 8 12 " 15 00
No. 9 14 " 18 13
No.10 16 " 23 75

No. 1 Cut Vase.

No. 11 10 in.....$23 75
No. 12 12 " 30 00
No. 13 15 " 40 00



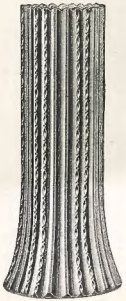
No. 1 Cut Vase.

No. 14 8 in.....$10 00
No. 15 10 " 16 25
No. 16 12 " 21 25
No. 17 14 " 26 25
No. 18 16 " 38 75
No. 19 18 " 52 50
No. 20 21 " 67 50
No. 21 24 " 90 00

All orders shipped same day received. No delay.

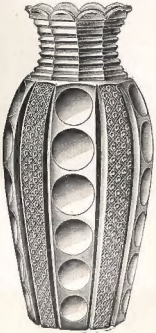
Eliot Claret Jug.

No. 22 1 quart.....$22 50



Albany Vase.

No. 23 10 in.....$10 63
No. 24 12 " 13 75
No. 25 15 " 22 50



Touraine Vase.

No. 26 10 in.....$18 75
No. 27 12 " 25 00

Madison Cigar Jar.

No. 28 For 50 cigars.....$22 50

BELMONT BICYCLES

LIST PRICES.

THE "BELMONT"

BETTER THAN EVER.

YOU CAN MAKE MONEY

Not by buying cheap bicycles, but by getting good salable bicycles cheap. The **"Belmount"** wheels are guaranteed. The best of material and workmanship is employed in their construction. Nos. 1 and 2 are strictly high-grade 1904 model wheels, with life-long bearings. Our immense contract for wheels for the season enables us to sell you the best wheel on the market at second quality price.

Gents' Belmount No. 1.....$46 30
Ladies' Belmount No. 2.....46 30

SPECIFICATIONS:

Frame—Height, 21, 23, and 25 inches, flush joints, main frame tubes 1⅛ Shelby seamless tubing, oval rear forks and stays. V-shape seat post cluster, new style square drop forge crown, tread 4⅝ inches, wheel base 63½ inches, drop to hanger 2½ in.
Hanger—Genuine Fauber one-piece with diamond shape cranks and crown design sprocket, tool steel bearings with ball retainers.
Hubs—Our Own, turned from solid bar steel with tool steel cups and cones ground and polished, full oil tube leading direct to bearings and dust-proof cap ends or Thor Universal.
Rims—Tucker one-piece rock maple, handsomely striped to harmonize with frame.
Spokes—Best quality piano wire swaged 15-17 gauge.
Gear—72-4-5, 28x1⅜; 742-3, 24x9; 78-2-5, 28x1⅜; 80-2-9, 26x9; 87-1-9, 28x9.
Chain—Genuine Baldwin detachable.
Pedals—Bridgeport Rat-trap or Combination.
Morrow, New Departure or Thor Coaster Brakes $10.00 list extra.
Handle Bar—Perfection adjustable, or Kelly.
Saddle—Wheeler padded or Persons.
Tires—Morgan & Wright, Goodrich No. 19 or Hartford No. 70.
Finish—Best quality 4-coat work, plain black regular, option of maroon or Brewster Green, all bright parts triple plated on copper.
Tool Bag—With pump, repair outfit, wrench, spanner and oil can.

LADIES' BELMONT No. 2.

Height—21 or 23 inches.
Gear—63-4-9, 22x9; 74-2-3, 24x9.
Steel chain guard enameled and wood wheel guard. Other specifications same as No. 1 Bel ount.
Morrow, New Departure or Thor Coaster Brakes $10.00 list extra. G. & J. or Palmer Tires $5.00 list extra.

A WHEEL WORTH YOUR BUYING

The **"Belmount"** Nos. 3 and 4 are guaranteed throughout, exceedingly well built and stylish. An up-to-date wheel which can only be compared with a high-grade 1904 model. We recommend this wheel for service, and sell it as our medium grade.

Gents' Belmount No. 3.....$36 70
Ladies' Belmount No. 4..... 36 70

SPECIFICATIONS:

Frame—Height 22 and 24 inches, flush joints, main frame 1⅛ Shelby seamless tubing, rear forks and stays round tapered to D shape, drop forged arch crown, tread 4⅜ inches, wheel base 63½ inches, drop to hanger 2½ inches.
Hanger—Fauber special one-piece.
Hubs—Barrel shape, cups and cones from best quality steel, hardened and ground, dust-proof, ball retainers.
Spokes—First quality piano wire.
Rims—One-piece rock elm, mahogany finish, enameled and striped.
Gears—72-4-5, 28x1⅜; 80-2-9, 26x9; 742-3, 24x9; 87, 28x9; 78-2-5, 28x1⅜.
Chain—B, Block, 3-16, polished centers and side plates.
Pedals—CCO Rat-trap or Combination.
Tires—Hartford No. 50, Wabash, "Our Own" single tube or Morgan & Wright.
Morrow, New Departure or Thor Coaster Brakes $10.00 list extra. G. & J. or Palmer Tires $5.00 list extra.
Handle Bars—Perfection, adjustable.
Saddle—Wheeler.
Finish—Black, Brewster Green, Maroon or Royal Blue.
Tool Bag—With all necessary tools.

LADIES' BELMONT No. 4.

Height—21 and 23 inches.
Gear—66-4-9, 22x9; 742-3, 24x9.
Steel chain guard and wood wheel guard. Balance of specifications same as Belmount No. 3.
Morrow, New Departure or Thor Coaster Brakes $10.00 list extra. G. & J. or Palmer Tires $5.00 list extra.

BOYS' JUVENILES.

No. 11 16-inch frame, 20-inch wheels.....$34 00
No. 13 18-inch frame, 24-inch wheels..... 34 00
No. 15 20-inch frame, 26-inch wheels..... 34 00

GIRLS' JUVENILES.

No. 12 16-inch frame, 20-inch wheels.....$34 00
No. 14 18-inch frame, 24-inch wheels..... 34 00
No. 16 20-inch frame, 26-inch wheels..... 34 00

SPECIFICATIONS:

Frame—Shelby seamless tubing; main tubes, 1⅛ inch; rear forks and stays, ¾ in.; special design crown.
Color—Black or Maroon.
Hanger—Fauber.
Tires—Erie single tube (or M. & W. double tube $2.13 list extra.)
Pedals—Rat-trap or Combination.
Saddle—Padded. "
Handle Bar—Adjustable.

LIST PRICES.

Extra Quality Silver and Nickel Plated Call Bells.

Hand, Electric, Rotary and Push Bells. Cuts are about one-half size.

PRICES EACH.

Nickel plated, bronze base.
No. 2200 Each.....$0 92

Nickel plated, bronze base.
No. 3300 Each.....$1 08

Silver plated, white marble base.
No. 2200 Each.....$1 83

Silver plated, white marble base.
No. 2400 Extra large hotel size.....$5 00
No 2300 Same style, hotel medium..... 3 33

Gilt bell, bronze base.
No. 9448 Each.....$0 59

Nickel plated, bronze base.
No. 9200 Each.....$0 67

Nickel plated, bronze base.
No. 9300 Each.....$0 67

Silver plated, gold base.
No. 9408 Each.....$1 00

Electric strike, silver plated, black base.
No. 9413 Each.....$1 67
No. 9413S All silver plated ea. 1 83

Electric strike, all silver plated.
No. 9426 Each.....$2 00

Electric strike, silver plated bell, gold base.
No. 9428 Each.....$2 25

Electric strike all gold plated.
No. 9446 Each.....$2 75

Silver plated.
No. 050 Each....$0 67

Silver plated.
No. 0106 Each...$0 80

Silver plated.
No. 0107 Each...$0 83

Silver plated.
No. 092 Each....$0 80

Silver plated.
No. 093 Each....$1 00

Extra Quality Quadruple Silver Plated Prize Cups and Trophies. :: :: ::

Prices Each.

No. D-462 Prize Cup, gold lined, with cover.
Bright silver or Butler finish...$11 88
Pewter..... 7 83
Height 13 inches.

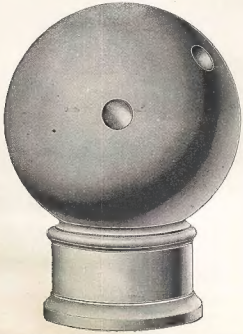
No. D-462 Without cover, bright or Butler.
8-inch, gold lined.....$9 99
7 " " " 8 91
6 " " " 7 83
5 " " " 6 48
8 " silver lined..... 9 45
7 " " " 8 37
6 " " " 7 29
5 " " " 6 21
8 " pewter..... 6 48
7 " " 5 94
6 " " 5 40
5 " " 4 32
(Derby Silver Co.)

Burnished, fluted, gold lined, height 6¼ inches.
No. M-9052 Prize Cup.....$8 64
(Meriden B. Co.)

No. D-400 Prize Cup, fluted ebony handles, bright or Butler.
13-in. gold lined, $53 48, silver lined, $31 86, Pewter, $24 57
10¼ " " " 26 46, " " 25 38, " 19 44
8 " " " 19 44, " " 18 00, " 14 85
6 " " " 14 58, " " 14 04, " 11 34
Ebonized base, $2.97 to $5.94 extra.
(Derby Silver Co.)

No. D-477 Prize Cup, height 6¼ inches.
Bright or Butler, gold lined...$11 34
" " silver " ... 10 80
" " pewter, ... 6 91
(Derby Silver Co.)

Gold lined, burnished, applied decorations, height 4¾ inches.
No. M-9047 Prize Cup.....$12 42
(Meriden B. Co.)



Butler finish, ebonized base, diameter of ball, 8 in.
No. M-9087 Trophy.....$21 60
Height 11¾ inches.
(Meriden B. Co.)

No. D-408 Prize Cup, height 3⅞ in.
Bright silver or Butler finish.
Gold lined.....$5 13
Silver " 4 86
Pewter, ... 2 97
Ebonized base, height 2⅝ in. $1.89 extra.
(Derby Silver Co.)

Decorated, porcelain, assorted colors and subjects. Height 6 inches. Capacity 2 half pints.
No. W-5 Stein.....$4 60
(E. G. Webster & Son.)

Fine Hand Carved and Porcelain Imported Novelty Clocks.

PRICES EACH.

German Alarm Clock.
Height, 11 inches; width, 7 inches. The loudest Alarm Clock made. Porcelain dial. Aluminum trimmings. Green finished Oak case and weights.
No. 334.....$3 50

Sharpshooter's Clock.
Hand-painted dial and case. Height, 19 inches. Half-hour strike.
No. 347.....$9 00

German Milkman's Alarm Clock.
White enameled and fancy painted dial. Height 9½ inches.
No. 103.....$4 70

EACH CLOCK IS ADJUSTED, REGULATED AND PACKED IN A STRONG WOODEN BOX.

Breakage Guaranteed.

Miniature Clock.
Height, 7¼ inches; width, 5 inches. Walnut or Oak.
No. 63.....$2 40

Miniature Clock.
First quality. Height, 7 inches; width, 4¼ inches. Fitted with new patent celluloid dial. In Walnut or Oak colors.
No. 62.....$1 20

Miniature Clock.
Height, 7 inches; width 4½ inches; front and dial made out of burnt wood.
No. 61.....$1 30

Miniature Clock.
Height, 5 inches; width, 3½ inches; with porcelain front and dial.
No. 53.....$3 70

Miniature Clock.
Height, 5 inches; width, 3½ inches. Bronze front. Porcelain dial.
No. 54.....$3 20

Wm. L. Gilbert Clock Co.'s Fine Nickel Clocks.

PRICES EACH.

WAKE-UP ALARM—Luminous Dial.
One Day Nickel Alarm.
4 INCH DIAL. HEIGHT, 6¼ INCHES.
Each.....$1 60

"WAKE-UP ALARM"—Extra.
(Registered). Patent applied for. Same as above without LUMINOUS DIAL.

One-day nickel alarm..... 1 36
Four inch dial, height 6¼ inches.
Case lots of 50 clocks.....each 1 28
"Spy Time," same as Wake-up extra, without alarm, 1 16
Ossa Alarm, same as "Wake-Up" extra, 4¼ inch dial, height 6¼ inches, hammered brass, $1.80; nickel..... 1 56
Case lots of 50 Ossa Alarm clocks, nickel, each... 1 50
Ossa Time, 4¼ inch dial, height 6¼ inches, nickel... 1 36
Ossa Time Calendar, nickel..... 1 80
Ossa Alarm Calendar, nickel..... 2 00

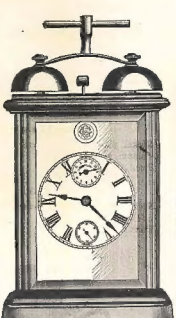
TERROR—Intermitting Long Alarm.

HEIGHT, 11½ INCHES. WIDTH, 8½ INCHES.
4½ Inch Dial, Extra large Bells; Base, top and side ornaments are Bronzed; UPPER PART MARBLEIZED; one-day time alarm; Duration of Alarm 12 to 15 minutes; Alarms about 30 seconds; Silent about 30 seconds; Alarm can be cut off at pleasure by Switch Key.
Each.....$4 04

BUZZ ALARM.
Patent applied for.
One-day nickel alarm.....$1 38
4 INCH DIAL. HEIGHT, 6¼ INCHES.
Case lots of 50 clocks, each..... 1 30

BUZZ ALARM—Luminous Dial.
Each..... 1 62

REVEILLE—Intermitting Alarm.
One Day Nickel Alarm.
4½ INCH DIAL. HEIGHT, 6¾ INCHES.
Duration of Alarm 12 to 15 minutes; Alarms about 30 seconds; Silent about 30 seconds. Alarm can be cut off at pleasure by Switch Key.
Each.....$2 20



HELLO LONG ALARM.
One-day time alarm.....$3 57
HEIGHT, 9 INCHES. 2¾ INCH DIAL.
Nickel-plated frame; glass sides; Alarm rings 8 minutes with one winding; can be cut off at pleasure with Switch Key.

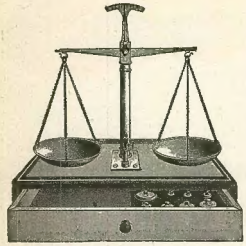
Interval.
The above clock with intermittent feature.....$3 80

ARTISTIC—Long Alarm.
Patented.
One-day nickel alarm.....$2 33
4½ INCH DIAL. HEIGHT, 6¾ INCHES.
Fitted with Second-hand. Alarm rings 8 minutes with one winding, but can be cut off at pleasure by Switch Key. Gilt perforated dial.

DRUM.
The above clock with intermittent feature..$2 62

SCALES.

LIST PRICES.



Standard Scales, with Weights.

No. 2510 2 oz.....$7 00
No. 2511 4 oz..... 8 50
No. 2514 16 oz.....$14 50
No. 2512 8 oz.....$10 40
No. 2513 8 oz..... 11 50

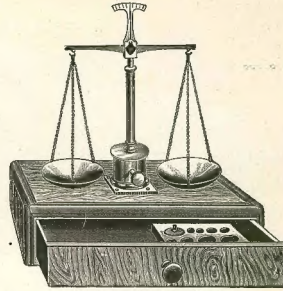
These Scales are well made, base of solid oak, nicely finished; trimmings full nickeled.

Pocket Diamond Scales.

Guaranteed accurate, with full set of weights, 64 K. down to 1-64, fitted separately.
No. 2515 Price..... $21 00

Diamond Weights.

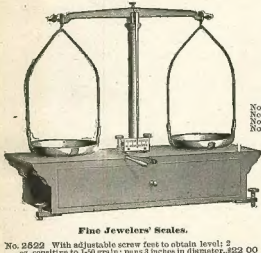
	Per set.
No. 2516 1 K. down....	$2 00
No. 2517 ½ K. down....	2 40
No. 2518 64 K. down...	10 60



Standard Scales, with Weights.

No. 2519 4 oz.....$6 00
No. 2520 8 oz. $9 50
No. 2521 8 oz.....$11 50

Well made, solid oak base, nicely finished, trimmings full nickeled.



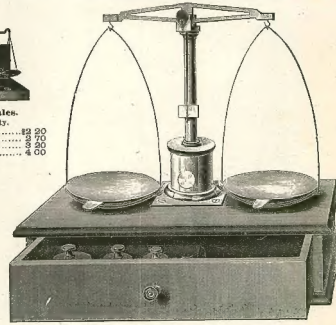
Fine Jewelers' Scales.

No. 2522 With adjustable screw feet to obtain level; 2 oz. sensitive to 1-50 grain; pans 3 inches in diameter..$22 00
No. 2523 The same in glass case..... 40 00

Pocket Scales.

Best Quality.

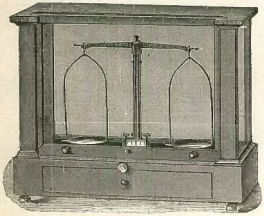
No. 2524 1 oz.....$2 20
No. 2525 2 oz..... 3 70
No. 2526 4 oz..... 3 20
No. 2527 6 oz..... 4 00



American Scales.

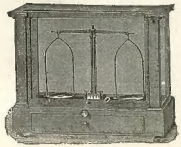
Nicely made, full nickel plated, with removable pans.

No. 2528 4 oz.....$11 50
No. 2529 6 oz..... 13 00
No. 2530 8 oz.....$14 50
No. 2531 16 oz..... 17 30



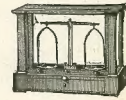
Fine Balance Scales.

No. 2532 For gold and silver. Of the very best construction, made entirely of brass, heavily lacquered to prevent tarnishing, adjusting screws on ends of beam, capacity 2 oz., sensitive to 1-50 grain, in glass case. Price.....$40 00



Dinmond Scales.

No. 2533 Handsome small scales; measure 12½ in. long, 13 in. high, 9 in. deep; screw feet and level, including weights in K. down. Price.....$60 00



Diamond Balance.

No. 2534 Case measures 10 inches high, 10 inches long, 5 inches deep; made of well-seasoned, polished mahogany; front sliding door counterpoised; complete with weights, 51 K. in all, fitted in drawer; cheapest scales on the market; in case. Price.$40 00

LIST PRICES.

LADIES' SWISS CHATELAINE WATCHES.

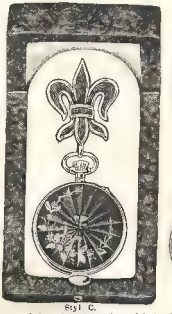
Hunting and Open Face. Stem Wind and Set. Prices Each. Cuts are Exact Size.

Open Face, 11 ligne, transparent hard enameled back and front, inlaid decorations, assorted designs or plain enamel, assorted colors, gold plated centers and pendants, full jeweled cylinder movements, complete with gold plated enameled pin and plush box.

No. 2500 Plain enamel..... $8 80
No. 2501 Inlaid enamel..... 9 80

Style A

Style B



8151 C.

(When ordering enameled watches, state color and design desired, also make a second choice.)

Style D

Style E.

Fancy Enameled Chatelaine Watches.

Open Face, 11 ligne, beautiful transparent hard enamel back and front, gold filled centers and pendants, rich colors in dark blue, red, green and turquoise blue, elegant assorted gold inlaid decorations, some with Louis XV designs, all 7 ird with reliable 7 -11 jeweled stem wind and set nickel cylinder movements and with enameled gold plated or gold filled pin and silk plush boxes to match. Reliable goods and the sellers.

No. 2502 Watches only, full jeweled, cylinder movements..... $10 00
No. 2503 Watches only, with full jewel cylinder Lady Racine movement, best in the market..... 15 80
No. 2504 Gold plated enameled pin to match..... 1 20
No. 2505 Gold filled enameled pin to match..... 1 80
No. 2506 Silk plush box to match..... 60

Open Face, 10 ligne, very small, finest transparent hand enameled back and front, best gold filled centers and pendants, fancy gold inlaid decorations, assorted designs and richest colors blue, green, red and turquoise, fitted with first quality 10 jeweled Lady Racine cylinder movement, fully warranted.

No. 2507 Watch only..$18 80

No. 2508 Filled enameled pin and silk plush box 2 40

Solid Gold.

Solid gold, 11 ligne, Hunting, fancy engraved or plain polished case, plated cap, fitted with best quality nickel full jeweled movement, decorated enameled dial and gold hands.

No. 2509 10k engraved ..$19 40
No. 2510 14k engraved..... 23 90
No. 2511 10k plain polished . 18 10
No. 2512 14k plain polished . 23 00

Solid Gold.

Solid gold, Open Face, 11 ligne, nicely engraved or plain polished case, plated cap, full jeweled nickel, well finished cylinder movement

No. 2513 10k engraved . . $14 80
No. 2514 14k engraved..... 17 80
No. 2515 10k plain 14 00
No. 2516 14k plain..... 17 00

Open Face, very small, 10 ligne, 14k solid gold, plain bastine gold cap, case rich cream, enameled dial, a very reliable watch

No. 2517 With full jeweled Lady Racine cylinder movement . . $29 20

No. 2518 With very fine 15 jeweled lever movement 42 80

Open Face, 10 ligne, rich transparent enameled, set with genuine pearls on solid 14k gold heavy case, fitted with high grade 10 jeweled nickel Lady Racine cylinder movement, a handsome and reliable watch.

No. 2519..... $49 00

14k go d enameled pin and silk plush box to match.

No. 2520..... $15 80

Gold Filled.

31 lignes 14k gold filled case, warranted to wear for 25 years, fancy hand engravings in assorted designs, also plain polished, fitted with Bezel and fine nickel 10 jewel cylinder movement, with fancy dial and gilt hands Pendant set.

No. 2521 Hunting... $16 70

Gold Filled.

0 size, Open Face, 14k gold filled, 20 years warranted, plain bezel, fine full jeweled Brooklyn cylinder pendant set movement, a good watch.

No. 2522 ..... $13 50

Nickel Case.

18 ligne, Open Face, nickel case, antique bow and crown, white enamel dial, nickel jeweled escapement movement.

No. 2523 ..... $4 70

Steel Case.

Ladies 12 size, steel oxidized watch, antique bow and crown, jeweled escapement

No. 2524 ..... $4 80
No. 2525 Same as above, with fancy dial.. ..... 5 10

Oxidized Steel.

Open Face, 11 ligne, gun metal, jeweled Lady Racine cylinder movement, warranted

No. 2526 Plain dial..... $8 50

No. 2527 Rich fancy dial 9 00

The Fleurette (Steel)

11 ligne, Open Face, highly polished steel case, antique bow and crown, back of case decorated with assorted designs of first quality enameled flowers fitted with best quality full jeweled gilt guaranteed movement in the enameled dial and gold hands.

No. D-2526.... .....$9 00

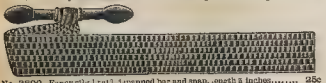
GENTLEMEN'S FINE QUALITY SILK VEST CHAINS.

Prices Each.

No. 3797 Fancy silk braid, rolled gold plate slide, japanned bar and snap, length 5½ inches 50c

No. 3798 Fancy silk braid, rolled gold plate mountings, slide and swivel, length 7½ inches 90c

No. 3799 Fancy silk braid, black rubber mountings and slide, length 8 in. . 90c

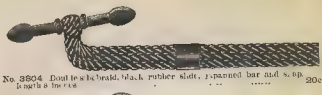


No. 3800 Fancy silk braid, japanned bar and snap, length 8 inches..... 25c

No. 3801 Fancy silk braid, rolled gold plate slide, japanned bar and snap, length 8 inches 40c

No. 3803 Fancy silk braid, rolled gold silk mountings, slide and swivel, length 8 inches $1 35

No. 3803 Fancy silk braid, black rubber slide, japanned bar and snap, length 8 inches..... 25c



No. 3804 Double silk braid, black rubber slide, japanned bar and snap, length 8 inches 20c

No. 3805 Fancy double silk braid, rolled gold plate slide japanned bar and snap, length 8 inches 25c

No. 3806 Double silk braid, rolled plate slide, japanned bar and snap, length 8½ inches 25c

No. 3807 Double silk braid, rubber slide, japanned bar and snap, length 11 inches 15c

No. 3808 Double silk braid rolled gold plate mountings, slide and swivel, length 9 inches 80c

No. 3809 Double square silk braid rolled gold plate slide, japanned snap and bar, length 8 inches 35c

No. 3810 Double round silk braid, rolled plate slide and trimmings, length 19 inches 90c

No. 3811 Double fancy silk braid, rolled gold plate slide, japanned bar and snap 30c

GENTLEMEN'S REAL HUMAN HAIR VEST CHAINS.

Rolled Gold Plate Slides, Bars and Tips. Prices Each.

No. 3812 Two-strand, fancy engraved tips and slide, length 11½ inches . $2 40

No. 3814 Fancy polished and black enameled slide and tips, length 9 in. $2 10

No. 3813 Fancy polished engraved tips and slide, length 11 inches . $1 30

No. 3815 Fancy polished and engraved slide and tips, slide set with assorted colored stones, length 9 inches $1 70

GENTS' FINE SWISS SPLIT AND SWEEP-SECOND CHRONOGRAPHS AND HORSE-TIMERS.

Illustrations show exact size. PRICES EACH.

Guinand's Reliable Fifth-Second Split Chronographs with 30-Minute Register.

Open Face, 16 size (18 ligne), finely finished nickel lever movement, with Breguet hairspring.

No. 2423 14k solid gold, very accurate, plain bassine, heavy case, 17-jeweled adjusted lever movement, patent regulator, ruby jewels in raised settings $210 00

No. 2424 14k solid gold, plain bassine case, 11-jeweled lever movement... .. .. 140 00

No. 2425 14k 25-year filled case, 11-jeweled lever movement 98 00

No. 2426 Silver plain bassine case, 11-jeweled lever movement..... ..... 81 80

All the above are thoroughly reliable.

National Park Chronographs with 30-Minute Register. Beats 1-5 Second. Start, Stop and Fly Back from Crown.

No. 2427 Nickel case, fine nickel lever movement, 11 jewels..... $25 70

No. 2428 Oxidized steel case, nickel lever movement, 11 jewels..... 26 80

No. 2429 Silver case and cap, nickel lever movement, 11 jewels..... 31 50

No. 2430 14k filled case, antique bow, 25-year guarantee, plain or engine turned, Excelsior lever movement, 15 jewels..... 43 40

No. 2430½ 14k filled case, 25-year guarantee, plain or engine turned, antique bow, fine nickel lever, 7-jewel movement 45 50

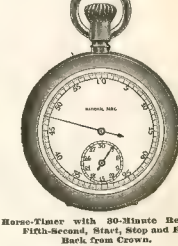
New Small Size Thin Model Chronographs, Fifth-Second, Start, Stop and Fly Back from Crown.

Solid silvered bassine case, antique stem, extra quality nickel 15-jeweled lever movement, Breguet hairspring, cut expansion balance, exposed pallets, very accurate in action.

No. 2431 Without minute register $25 80

No. 2432 With minute register..... .. 31 50

Thoroughly reliable.



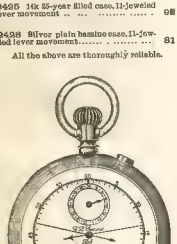
Horse-Timer with 30-Minute Register, Fifth-Second, Start, Stop and Fly Back from Crown.

Jewel cylinder movement, new thin model, accurate and reliable in action.

No. 2443 Nameless movement, nickel case..$ 8 80

No. 2444 National Park or Trotter, nickel case 9 40

No. 2445 Trotter, gun-metal case..... 10 00



C. L. Guinand's Reliable Split Fifth-Second Horse-Timers with 30-Minute Register.

High grade nickel, jeweled non-magnetic lever movement, compensation balance, small ½ size now this model, full bassine case; running of movement does not stop in operating hands; thoroughly reliable.

No. 2433 In nickel case. $31 50

No. 2434 In black oxidized steel case . 32 70

No. 2435 In solid silver case 38 50

No. 2436 In 10k gold filled 25-year warranted case..... 52 50

Jockey Club Split-Second Horse-Timer, 1-5 Second, with 30-Minute Register.

Small 16 size, Open Face, nickel case, round bow, with fine grade nickel lever, jeweled, non-magnetic movement.

No. 2-2437 $30 20

National Park Chronographs, Fifth-Second, Start, Stop and Fly Back from Crown.

No. 2438 Nickel case, fine lever movement, 11 jewels $21 00

No. 2439 Oxidized steel case, nickel lever movement, 11 jewels..... 22 20

No. 2440 Solid silver case and cap, fine nickel lever movement, 11 jewels..... 25 70

No. 2441 14k filled case, 25-year guarantee, plain or engine turned, antique bow, nickel lever movement, 7 jewels..... 33 50

No. 2442 14k filled case, 25-year guarantee, plain or engine turned, antique bow, nickel 15-jewel lever movement..... 41 60

National Park Horse-Timers, with 30-Minute Register and Fifth-Second Jeweled Lever Movements.

Thin model. Best in the market.

No. 2446 With nickel case $11 10

No. 2447 With gun-metal case..... ..... 11 70

NEW HAVEN CLOCK CO.'S FINE REGULATORS.

PRICES EACH.

ENQUIRER—Oak.

Height, 70½ inches; width, 18 inches; dial, 10 inches.	
Eight-day, time	$18 50
Eight-day, strike, gong	20 00
Eight-day, time, calendar	19 00
Eight-day, gong, calendar	20 50
Thirty-day, time	20 50
Thirty-day, time, calendar	23 25
Eight-day, time, weight movement	22 00

ELFRIDA—Oak.

Height, 49 inches; width, 19 inches; dial, 10 inches	
Eight-day, time	$17 50
Eight-day, strike, gong	19 00
Eight-day, time, calendar	18 00
Eight-day, gong, calendar	19 50
Thirty-day, time	19 50
Thirty-day, time, calendar	22 25
Eight-day, time, weight movement	21 00

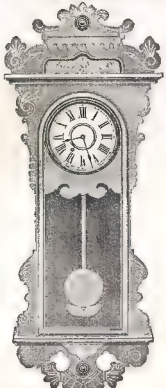
GRECIAN—Oak.

Height, 51 inches; width, 20 inches; dial, 10 inches.

Eight-day, time	$16 75
Eight-day, strike, gong	18 25
Eight-day, time, calendar	17 25
Eight-day, gong, calendar	18 75
Thirty-day, time	18 75
Eight-day, time, weight movement	20 25

RUTLAND—Oak.

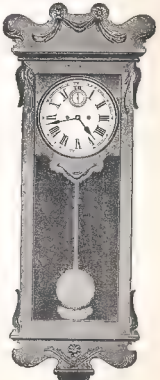
Height, 48 inches; width, 19½ inches; dial, 10 inches.	
Eight-day, time	$13 75
Eight-day, strike, gong	14 25
Eight-day, time, calendar	13 25
Eight-day, gong, calendar	14 75
Thirty-day, time	14 75
Thirty-day, time, calendar	17 50



MAYWOOD—Oak.

Height, 43¼ inches; width, 17 inches; dial, 8 inches.

Eight-day, time	$10 50
Eight-day, strike, gong	12 00
Eight-day, time, calendar	11 00
Eight-day, gong, calendar	12 50
Thirty-day, time	12 50



AUSTRIAN—Solid Oak or Cherry.

Height, 48½ inches; width, 19 inches; dial, 10 inches

Eight-day, time	$16 75
Eight day, gong	18 25
Thirty-day, time	18 75

NEW LIBRARY STATUARY.

IN RICH ORIENTAL COLORINGS.
LIST PRICES.

No. 100

No. 301

No. 305

No. 250

No. 222

No. 308

No. 554

No. 555

No. 150

No. 205

No. 551

No. 291

No. 159

No. 263

No. 6 Fourteen Piece Assortment, $30.00

CAN ALSO FURNISH INDIVIDUAL PIECES AT THE FOLLOWING PRICES.

No. 100	Zora, 21 inches	each	$5 40
No. 301	Soma, 16 inches	"	1 20
No. 305	Sebastopole, 9¾ inches	"	1 20
No. 250	Nubian Man, 19¾ inches	"	3 60
No. 308	Dhra, 9½ inches	"	1 20
No. 202	La Cigale, 11½ inches	"	1 80
No. 554	Lucrece, 14½ inches	"	2 40
No. 555	Diane, 14⅜ inches	"	2 40
No. 150	Tanagra, 18 inches	"	2 40
No. 551	Atala, 14 inches	"	1 80
No. 205	Orient, 11¾ inches	"	1 80
No. 201	La Fourcl, 11¼ inches	"	1 80
No. 159	Scherezarade, 18½ inches	"	2 40
No. 263	Neapolitan Woman, 20 inches	"	4 20

A. Reinhard's Monitor Eye Refractor.

INSTRUMENT.

Weight, 4¾ lbs.; Width, 15 inches; Height, 26 inches.

Medium High Adjusted.

BACK VIEW.

How to Use Reinhard's Monitor Eye Refractor and The Distant Transparent Test Card.

In order to operate the instrument successfully and appreciate its full value in the work of refraction, it is essential to note the following:

The Instrument should be clamped to a table or counter, the operator sitting at the right of patient.

The transparent distant test card should be placed before a good lighted window at 20, 15 or 20 feet according to the length of the room. However, if placing the patient near the window and testing toward the rear of the room, an artificial light may be placed behind the transparent distant test card.

Accuracy and Time Saving are the Special Features of the "Monitor Eye Refractor."

Invented and Manufactured by A. Reinhard & Co.

FRONT VIEW.

The Monitor Eye Refractor will test and correct all errors of refraction quicker and more accurately than any high-priced instrument of European or American make (10 average cases in an hour accurately tested) all with far better and more positive results than the trial case alone can do, or the trial case and any high-priced instrument combined.

Owing to the quickness with which the successive lenses are adjusted before the eye by the Monitor Eye Refractor, the patient is enabled to note the differences in effect of different lenses with more accuracy than would be the case where the mental impression is permitted to grow vague or lapse while adjusting lenses by any other method. The following points are gained by use of the Monitor Eye Refractor:—

1. It takes the place of most of the trial lenses.
2. It almost entirely dispenses with the heavy trial frame, the latter often causing a nervous strain to the patient.
3. To the busy optician, it is certainly a time-saver, saving from two-thirds to nine-tenths of the time.
4. To the practical optician, it is very indispensable as an addition to the trial case.
5. To the beginner it is very easy to learn and operate, with no "guess work." Positive and quick results are obtained.
6. It is scientific, being based on the 20 feet distant test, while it can be used for the 15 or even 16 feet distant test as well.
7. It is the handiest skiascope in existence
8. It is also excellent in its application if used by the fogging method
9. It is neat and durable.
10. It is also antiseptic—no danger of patient coming in contact with former patient's chin and head rest.
11. It is cheap, being from two-thirds to three-quarters less in price than any instrument now on the market.
12. It is provided with an automatic axis indicator.

Chicago, Ill., Apr. 17, 1903.

To Whom it may concern:—

We have thoroughly and critically examined the "Monitor" Eye Refractor invented by A. Reinhard of Milwaukee, and find it quick and accurate in its results, with an enormous saving of time and patience both to the operator and the patient. We, therefore, recommend it to all Opticians, and particularly to beginners, as an indispensable addition to the trial case, believing it will give entire satisfaction to those interested.

BOESCH & CO.,
Manufacturing Opticians,
163 E. Adams Street.

In either case, the distant transparent and the close reading test card of the instrument should be **uniformly** and **well illuminated. This is very essential.**

If the eye-testing is performed from the rear of the room toward the window, the distant transparent test card having been placed against the window, a provision is made to hang an electric light with a cylinder shaped shade to the instrument, for the purpose of throwing a perfect illumination on the close-reading test card. This is **very essential.**

This light can also be used by the patient to read a sufficient length of time with the adjusted lenses fixed to try the glasses.

This mode of testing, namely placing the distant test card against the window, is preferable because it always gives a perfectly uniform light for distant testing.

The eyes should always be tested for distance first, **Testing Each Eye Separately.**

Testing a simple nears sighted eye, place a — 6.00 sphere or an appropriate stronger minus lens into one of the cells between the large disk and the slide of cylinders, and then turn the spheres alternately in front of the eye being tested for distance. Beginning with + 25 sphere and turn on the others successively would reduce the focal action of the — 6 00 sphere gradually on the other hand to turn on + 6 00 sphere first, and then in succession the others, would increase the focal action of the — lens until the proper concave lens is reached.

We find in a great many cases of an apparent slight astigmatic condition of the eye (from 0.25 to 1 00 cylinder) that it is not always a real astigmatism, but a spasmodic condition of the muscle of accommodation. **The fogging method, or the turning of the cylinder slide** (with the proper cylinder correction in position correcting the apparent astigmatism of) **to a right angle,** seldom fails to prove if the apparent astigmatism is real or spasmodic.

During this operation the patient is looking at the distant test-type through the instrument.

The instrument is fitted with 20 lenses, from + .25 sphere to + 6.00 sphere.

The cylinder slide contains 8 lenses, viz; from — 25 cyl. to — 1.00 cyl, and from + 25 cyl. to + 1 00 cyl.

In some unusual cases an additional proper spherical or cylindrical lens can be dropped into the cells between the large disk and slide, and then finish the test.

Monitor Eye Refractor complete as illustrated, each $60 00
Monitor Eye Refractor with 6 extra lenses, each of following, — 6.00 sphere + 7.00 sphere + 1.25 cyl. + 2.25 cyl — 1.25 cyl. — 2 25 cyl. and nickel trial frame. 50 00
Monitor Eye Refractor with above lenses, trial frame, and carrying case for same 60 00

LENS MEASURES.

"GENEVA."

To Test the Instrument.

To see if it is in order, use any perfectly plain lens. Press this square and firm on the three points, and if the instrument is in order it will point to 0.

The large inside figures on the dial are the dioptic numbers, and the divisions are in halves and quarters.

We submit to our customers the latest model of the Geneva Lens Measure. You will find this a great improvement over the old model.

The merits of the Geneva Lens Measure are too well known to require any lengthy description here. No oculist or optician's outfit is complete without it. With it you can measure the power of any lens either spherical, cylindrical or compound.

Price.....each, $12 00

"REISNER."

Reisner Lens Measure.
Each $12 00

"1835 R. Wallace" Extra Quality Silver Plated Flatware.

GUARANTEED FULL PLATE ON 18 PER CENT NICKEL.

Prices per Dozen.

TIPPED.

No.	Tea Spoons.	
2010	A1	$ 3 06
2011	XII	3 60
2012	Triple	4 35

Dessert Spoons.

2013	A1	$ 5 40
2014	XII	6 12
2015	Triple	7 20

Table Spoons.

2016	A1	$ 6 12
2017	XII	7 20
2018	Triple	8 64

Dessert Forks.

2019	A1	$ 5 40
2020	XII	6 12
2021	Triple	7 20

Medium Forks.

2022	A1	$ 6 12
2023	XII	7 20
2024	Triple	8 64

Butter Knives.

2025	A1	$ 7 20

Sugar Shells.

2026	A1	$ 5 76

Berry Spoons.

Not made.

Cold Meat Forks.

Not made.

SHELL.

No.	Tea Spoons.	
2027	A1	$ 3 06
2028	XII	3 60
2029	Triple	4 32

Dessert Spoons.

2030	A1	$ 5 40
2031	XII	6 12
2032	Triple	7 20

Table Spoons.

2033	A1	$ 6 12
2034	XII	7 20
2035	Triple	8 64

Dessert Forks.

2036	A1	$ 5 40
2037	XII	6 12
2038	Triple	7 20

Medium Forks.

2039	A1	$ 6 12
2040	XII	7 20
2041	Triple	8 64

Butter Knives.

2042	A1	$ 7 20

Sugar Shells.

2043	A1	$ 5 76

Berry Spoons.

Not made.

Cold Meat Forks.

Not made.

STUART.

No.	Tea Spoons.	
2044	A1	$ 3 42
2045	XII	3 96
2046	Triple	4 68

Dessert Spoons.

2047	A1	$ 6 12
2048	XII	6 84
2049	Triple	7 92

Table Spoons.

2050	A1	$ 6 84
2051	XII	7 92
2052	Triple	9 36

Dessert Forks.

2053	A1	$ 6 12
2054	XII	6 84
2055	Triple	7 92

Medium Forks.

2056	A1	$ 6 84
2057	XII	7 92
2058	Triple	9 36

Butter Knives.

2059	A1	$ 7 56

Sugar Shells.

2060	A1	$ 6 48

Berry Spoons.

2061	A1 plain	$17 28
2062	A1 gilt	23 76

Cold Meat Forks.

2063	A1 plain	$10 80
2064	A1 gilt	15 12

ASTORIA.

No.	Tea Spoons.	
2065	A1	$ 3 42
2066	XII	3 96
2067	Triple	4 68

Dessert Spoons.

2068	A1	$ 6 12
2069	XII	6 84
2070	Triple	7 92

Table Spoons.

2071	A1	$ 6 84
2072	XII	7 92
2073	Triple	9 36

Dessert Forks.

2074	A1	$ 6 12
2075	XII	6 84
2076	Triple	7 92

Medium Forks.

2077	A1	$ 6 84
2078	XII	7 92
2079	Triple	9 36

Butter Knives.

2080	A1	$ 7 56

Sugar Shells.

2081	A1	$ 6 48

Berry Spoons.

2082	A1 plain	$17 28
2083	A1 gilt	23 76

Cold Meat Forks.

2084	A1 plain	$10 80
2085	A1 gilt	15 12

JOAN.

No.	Tea Spoons.	
2086	A1	$ 3 42
2087	XII	3 96
2088	Triple	4 68

Dessert Spoons.

2089	A1	$ 6 12
2090	XII	6 84
2091	Triple	7 92

Table Spoons.

2092	A1	$ 6 84
2093	XII	7 92
2094	Triple	9 36

Dessert Forks.

2095	A1	$ 6 12
2096	XII	6 84
2097	Triple	7 92

Medium Forks.

2098	A1	$ 6 84
2099	XII	7 92
2100	Triple	9 36

Butter Knives.

2101	A1	$ 7 56

Sugar Shells.

2102	A1	$ 6 48

Berry Spoons.

2103	A1 plain	$17 28
2104	A1 gilt	23 76

Cold Meat Forks.

2105	A1 plain	$10 80
2106	A1 gilt	15 12

ANJOU.

No.	Tea Spoons.	
2107	A1	$ 3 42
2108	XII	3 96
2109	Triple	4 68

Dessert Spoons.

2110	A1	$ 6 12
2111	XII	6 84
2112	Triple	7 92

Table Spoons.

2113	A1	$ 6 84
2114	XII	7 92
2115	Triple	9 36

Dessert Forks.

2116	A1	$ 6 12
2117	XII	6 84
2118	Triple	7 92

Medium Forks.

2119	A1	$ 6 84
2120	XII	7 92
2121	Triple	9 36

Butter Knives.

2122	A1	$ 7 56

Sugar Shells.

2123	A1	$ 6 48

Berry Spoons.

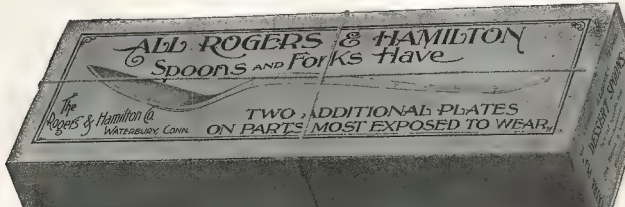
2124	A1 plain	$17 28
2125	A1 gilt	23 76

Cold Meat Forks.

2126	A1 plain	$10 80
2127	A1 gilt	15 12

The Rogers & Hamilton WATERBURY, CONN., High Grade Silver Plated Flatware.

Cuts show size of Tea Spoons. Prices quoted are per dozen.


ALL ROGERS & HAMILTON
SPOONS AND FORKS HAVE
TWO ADDITIONAL PLATES
ON PARTS MOST EXPOSED TO WEAR.
The Rogers & Hamilton Co.
WATERBURY CONN.

TIPPED.

No.	Tea Spoons.	
1584	Al.....	$ 3 33
1585	XII.....	4 50
1586	Triple.....	5 40

Dessert Spoons.

1587	Al.....	$ 6 75
1588	XII.....	7 65
1589	Triple.....	9 00

Table Spoons.

1590	Al.....	$ 7 65
1591	XII.....	9 00
1592	Triple.....	10 80

Dessert Forks.

1593	Al.....	$ 6 75
1594	XII.....	7 65
1595	Triple.....	9 00

Medium Forks.

1596	Al.....	$ 7 65
1597	XII.....	9 00
1598	Triple.....	10 80

Twist Butters.

1599	Al.....	$ 9 00
1600	Triple.....	12 60

Sugar Shells.

1601	Al.....	$ 7 20
1602	Triple.....	9 00

Ladles.

1603	Al Cream	$ 9 45
1604	" Gravy...	13 50
1605	" Oyster ..	29 70
1606	" Medium	37 80
1607	" Soup...	40 50

SHELL.

No.	Tea Spoons.	
1608	Al.....	$ 3 83
1609	XII.....	4 50
1610	Triple.....	5 40

Dessert Spoons.

1611	Al.....	$ 6 75
1612	XII.....	7 65
1613	Triple.....	9 00

Table Spoons.

1614	Al.....	$ 7 65
1615	XII.....	9 00
1616	Triple.....	10 80

Dessert Forks.

1617	Al.....	$ 6 75
1618	XII.....	7 65
1619	Triple.....	9 00

Medium Forks.

1620	Al.....	$ 7 65
1621	XII.....	9 00
1622	Triple.....	10 80

Twist Butters.

1623	Al.....	$ 9 00
1624	Triple.....	12 60

Sugar Shells.

1625	Al.....	$ 7 20
1626	Triple.....	9 00

Ladles.

1627	Al Cream	$ 9 45
1628	" Gravy...	13 50
1629	" Oyster .	29 70
1630	" Medium	37 80
1631	" Soup ..	40 50

IDEAL.

No.	Tea Spoons.	
1632	Al.....	$ 3 83
1633	XII.....	4 50
1634	Triple.....	5 40

Dessert Spoons.

1635	Al.....	$ 6 75
1636	XII.....	7 65
1637	Triple.....	9 00

Table Spoons.

1638	Al.....	$ 7 65
1639	XII.....	9 00
1640	Triple.....	10 80

Dessert Forks.

1641	Al.....	$ 6 75
1642	XII.....	7 65
1643	Triple.....	9 00

Medium Forks.

1644	Al.....	$ 7 65
1645	XII.....	9 00
1646	Triple.....	10 80

Twist Butters.

1647	Al.....	$ 9 00
1648	Triple.....	12 60

Sugar Shells.

1649	Al.....	$ 7 20
1650	Triple.....	9 00

RAPHAEL.

No.	Tea Spoons.	
1651	Al.....	$ 4 28
1652	XII.....	4 95
1653	Triple.....	5 85

Dessert Spoons.

1654	Al.....	$ 7 65
1655	XII.....	8 55
1656	Triple ..	9 90

Table Spoons.

1657	Al.....	$ 8 55
1658	XII.....	9 90
1659	Triple ..	11 70

Dessert Forks.

1660	Al.....	$ 7 65
1661	XII.....	8 55
1662	Triple ..	9 90

Medium Forks.

1663	Al.....	$ 8 55
1664	XII.....	9 90
1665	Triple ..	11 70

Twist Butters.

1666	Al.....	$ 9 45
1667	Triple ..	13 05

Sugar Shells.

1668	Al.....	$ 8 10
1669	Triple...	9 90

Ladles.

1670	Al Cream	$12 15
1671	" Gravy	16 20
1672	" Oyster.	35 10
1673	" Medium	43 20
1674	" Soup...	45 90

ALDINE.

No.	Tea Spoons.	
1675	Al.....	$ 4 28
1676	XII.....	4 95
1677	Triple.....	5 85

Dessert Spoons.

1678	Al.....	$ 7 65
1679	XII.....	8 55
1680	Triple.....	9 90

Table Spoons.

1681	Al.....	$ 8 55
1682	XII.....	9 90
1683	Triple.....	11 70

Dessert Forks.

1684	Al.....	$7 65
1685	XII.....	8 55
1686	Triple.....	9 90

Medium Forks.

1687	Al.....	$ 8 55
1688	XII.....	9 90
1689	Triple...	11 70

Twist Butters.

1690	Al.....	$ 9 45
1691	Triple...	13 05

Sugar Shells.

1692	Al.....	$ 8 10
1693	Triple...	9 90

Ladles.

1694	Al Cream	$12 15
1695	" Gravy...	16 20
1696	" Oyster .	35 10
1697	" Medium	43 20
1698	" Soup ..	45 90

MARQUISE.

No.	Tea Spoons.	
1699	Al.....	$4 28
1700	XII.....	4 95
1701	Triple.....	5 85

Dessert Spoons.

1702	Al.....	$7 65
1703	XII.....	8 55
1704	Triple.....	9 90

Table Spoons.

1705	Al.....	$8 55
1706	XII.....	9 90
1707	Triple.....	11 70

Dessert Forks.

1708	Al.....	$7 65
1709	XII.....	8 55
1710	Triple.....	9 90

Medium Forks.

1711	Al.....	$8 55
1712	XII.....	9 90
1713	Triple.....	11 70

Twist Butters.

1714	Al.....	$ 9 45
1715	Triple..	13 05

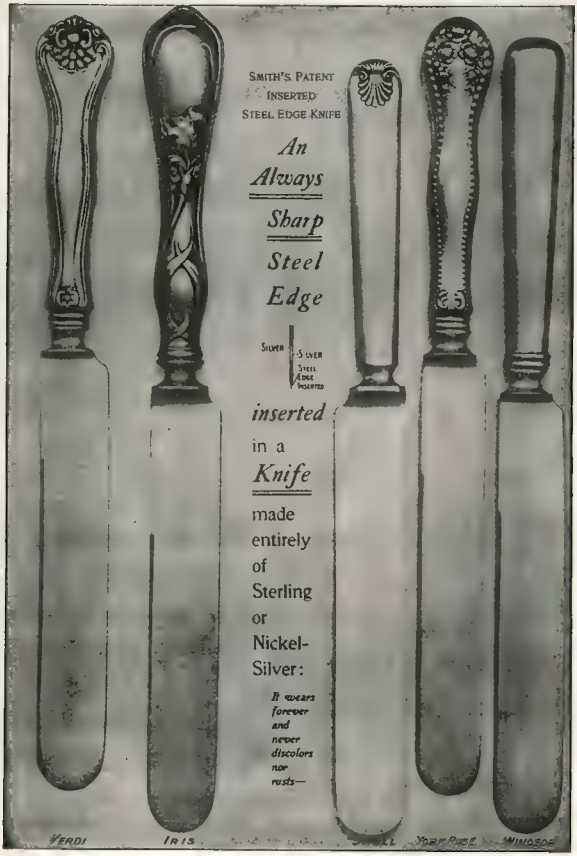
Sugar Shells.

1716	Al.....	$ 8 10
1717	Triple....	9 90

Ladles.

1718	Al Cream	$12 15
1719	" Gravy.	16 20
1720	" Oyster.	35 10
1721	" Medium	43 20
1722	" Soup..	45 90

E. H. H. Smith's Finest Grade Silver Plated Flatware.



Prices for Smith's Patent Inserted Steel Edge Nickel-Silver Knives.

			Per doz.
No. 927	Solid Handle, Plain Windsor	Medium	$7 50
No. 926	Solid Handle, Plain Windsor	Dessert	7 50
No. 930	Solid Handle, Shell	Medium	7 50
No. 930	Solid Handle, Shell	Dessert	7 50
No. 931	Solid Handle, Verdi, Iris or York Rose	Medium	9 50
No. 932	Solid Handle, Verdi, Iris or York Rose	Dessert	9 50
No. 933	Hollow Handle, Plain Windsor	Medium	$15 00
No. 934	Hollow Handle, Plain Windsor	Dessert	15 00
No. 935	Hollow Handle, York Rose and Verdi	Medium	16 00
No. 936	Hollow Handle, York Rose and Verdi	Dessert	16 00
No. 937	Hollow Handle, Iris	Medium	16 00
No. 938	Hollow Handle, Iris	Dessert	16 00

Wm. A. Rogers.

Celebrated SILVER PLATED FLATWARE. Wm. A. Rogers are one of the oldest established makers. The quality of their product is beyond question.

PRICES PER DOZEN.

The goods illustrated on this page are the genuine Wm. A. Rogers brand; extra heavily plated on 21 per cent. nickel silver; hand burnished and quality guaranteed. The genuine Wm. A. Rogers goods are put up in boxes like cut and are accompanied by a written guarantee from the manufacturer.

CARLTON.

Made in A1 only.

No. Tea Spoons.
2125 A1..... $ 2 00

Dessert Spoons.

2129 A1..... $ 3 50

Table Spoons.

2130 A1..... $ 4 00

Medium Forks.

2131 A1..... $ 4 00

Dessert Forks.

2132 A1 ..... $ 3 50

Butter Knives.

2135 A1. ..... $ 3 00

Sugar Shells.

2134 A1. ..... $ 3 50
2135 " Gilt.... 7 00

Spoons.

2136 A1 Cream $ 3 00
2137 " " Gilt 5 40

Forks.

2138 A1 Oysters $ 4 00
2139 " " Gilt 7 20

Ladles.

2140 A1 Cream $ 3 00
2141 " " Gilt. 14 00
2142 " Gravy.. 15 00
2143 " " Gilt 29 20
2144 " Medium 30 00
2145 " " Gilt 39 60

Pickle Forks.

2146 A1..... $11 50

Knives.

2147 A1 Pie... 20 00
2148 " " Gilt 30 00

Spoons.

2149 A1 Berry $18 00
2150 " " Gilt 24 00
2151 " Orange 3 60
2152 " " Gilt 7 20

SHELL.

A1 and Triple Only.

No. Tea Spoons.
2153 A1..... $2 00
2154 Triple..... 3 00

Dessert Spoons.

2155 A1..... $ 3 50
2156 Triple.... 5 00

Table Spoons.

2157 A1..... $ 4 00
2158 Triple.... 6 00

Dessert Forks.

2159 A1. ..... $ 3 50
2160 Triple.... 5 00

Medium Forks.

2161 A1..... $ 4 00
2162 Triple.... 6 00

Twist Butters.

2163 A1..... $ 4 00
2164 Triple .. 6 00

Sugar Shells.

2165 A1..... $ 3 50
2166 Triple.... 5 00

Coffee Spoons.

2167 A1..... $3 40

Oyster Forks.

2168 A1 ..... $4 00

Gravy Ladles.

2169 A1 ..... $15 00

Soup Ladles.

2170 A1..... $30 00

MARCELLA.

No. Tea Spoons.
2171 A1..... $ 3 80
2172 XII..... 4 40
2173 Triple.... 5 20

Dessert Spoons.

2174 A1..... $ 6 80
2175 XII 7 60
2176 Triple 8 80

Table Spoons.

2177 A1 ..... $ 7 60
2178 XII 8 80
2179 Triple.... 10 40

Dessert Forks.

2180 A1..... $ 6 80
2181 XII 7 60
2182 Triple.... 8 80

Medium Forks.

2183 A1..... $ 7 80
2184 XII 8 80
2185 Triple.... 10 40

Twist Butters.

2186 A1..... $ 8 40
2187 Triple 11 60

Sugar Shells.

2188 A1 ..... $ 7 20
2189 Triple.... 8 80

Ladles.

2190 A1 Cream $10 80
2191 " Gravy.. 14 40
2192 " Oyster.. 21 20
2193 " Medium 38 40
2194 " Soup... 40 80

Knives.

2195 A1 Pie ..$24 00

Spoons.

2196 A1 Coffee $ 3 76
2197 " Orange 4 80
2198 " Berry.. 19 20
2199 " " Gilt 26 40

WARWICK.

No. Tea Spoons.
2200 A1..... $ 3 80
2201 XII..... 4 40
2202 Triple.... 5 20

Dessert Spoons.

2203 A1 ..... $ 6 80
2204 XII 7 60
2205 Triple 8 80

Table Spoons.

2206 A1. ..... $ 7 60
2207 XII 8 80
2208 Triple 10 40

Dessert Forks.

2209 A1 ..... $ 6 80
2210 XII 7 60
2211 Triple 8 80

Medium Forks.

2212 A1..... $ 7 60
2213 XII 8 80
2214 Triple 10 40

Twist Butters.

2215 A1..... $ 8 40
2216 Triple 11 60

Sugar Shells.

2217 A1 ..... $ 7 20
2218 Triple.... 8 80

Ladles.

2219 A1 Cream $10 80
2220 " Gravy.. 14 40
2221 " Oyster.. 21 20
2222 " Medium 38 40
2223 " Soup .. 40 80

Knives.

2224 A1 Pie.. $24 00

Spoons.

2225 A1 Coffee $ 3 76
2226 " Orange 4 80
2227 " Berry.. 19 20
2228 " " Gilt 26 40

HANOVER.

No. Tea Spoons.
2230 A1. ..... $ 3 80
2230 XII..... 4 40
2231 Triple.... 5 20

Dessert Spoons.

2232 A1..... $ 6 80
2233 XII 7 60
2234 Triple.... 8 80

Table Spoons.

2235 A1..... $ 7 60
2236 XII 8 80
2237 Triple.... 10 40

Dessert Forks.

2238 A1..... $6 80
2239 XII..... 7 60
2240 Triple.... 8 80

Medium Forks.

2241 A1..... $ 7 60
2242 XII 8 80
2243 Triple.... 10 40

Twist Butters.

2244 A1..... $ 8 40
2245 Triple.... 11 60

Sugar Shells.

2246 A1 .... $ 7 20
2247 Triple.... 8 80

Ladles.

2248 A1 Cream $10 80
2249 " Gravy.. 14 40
2250 " Oyster.. 21 20
2251 " Medium 38 40
2252 " Soup.. 40 80

Knives.

22.3 A1 Pie ..$24 00

Spoons.

2254 A1 Coffee $ 3 76
2255 " Orange 4 80
2256 " Berry.. 19 20
2257 " " Gilt 26 40

TIPPED.

No. Tea Spoons.
2258 A1..... $3 40
2259 XII 4 00
2260 Triple.... 4 80

Dessert Spoons.

2261 A1..... $6 00
2262 XII..... 6 80
2263 Triple.... 8 00

Table Spoons.

2264 A1.... . $6 80
2265 XII..... 8 00
2266 Triple.... 9 60

Dessert Forks.

2267 A1 ..... $6 00
2268 XII 6 80
2269 Triple.... 8 00

Medium Forks.

2270 A1.... . $6 80
2271 XII 8 00
2272 Triple.. 9 60

Twist Butters.

2273 A1 ..... $ 8 00
2274 Triple . 11 20

Sugar Shells.

2275 A1..... $ 6 40
2276 Triple.... 8 00

Ladles.

2277 A1 Cream $ 8 40
2278 " Gravy.. 12 00
2279 " Oyster 28 40
2280 " Medium 33 60
2281 " Soup .. 36 00

Sterling Silver Match and Stamp Boxes.

Cuts are exact size.

PRICES EACH.

No. 9473 Match Box.. $4 00
Extra heavy, sterling silver, French gray finish, raised ornaments.

No. 9474 Match Box . $2 75
Sterling silver, French gray finish, raised ornaments, polished edge.

No. 9476 Match Box $1 45
Sterling silver, polished, raised ornaments.

No. 9476 Match Box 30c
Nickel silver, polished, raised figures and ornaments.

No. 9477 Match Box.. 45c
Nickel silver, polished, raised figures and ornaments.

No. 9478 Match Box $3 70
Sterling silver, French gray finish, polished, raised border.
No. 9479 Match Box $1 40
Same as above, German silver.

No. 9480 Match Box . $3 70
Sterling silver, French gray finish, raised ornaments.
No. 9481 Match Box $1 40
Same as above, German silver

No. 9482 Match Box . $3 60
Sterling silver, French gray finish, polished relief, raised ornaments
No. 9483 Match Box $2 20
Same as above, polished

No. 9484 Match Box . $2 00
Sterling silver, French gray finish, raised ornaments polished edge.

No. 9485 Match Box $4 00
Sterling silver, French gray finish, raised ornaments.

No. 9486 Match box, $2 30
Sterling silver, satin finish, raised ornaments.

No. 9487 Coin Holder $5 00
Sterling silver, polished, raised ornaments.

No. 9488 Match Box $1 60
Sterling silver, French gray finish, raised ornaments, polished edge.

No. 9489 Match Box..$1 65
Sterling silver, polished, raised ornaments.

Pocket Mirror.
No. 9490 ..... 90c
Sterling silver, satin finish raised ornaments.

Stamp Box.
No. 9491 ..... $1 40
Sterling silver, French gray finish, raised ornaments.

Stamp Box.
No. 9492 ..... $1 10
Sterling silver, satin, raised ornaments.

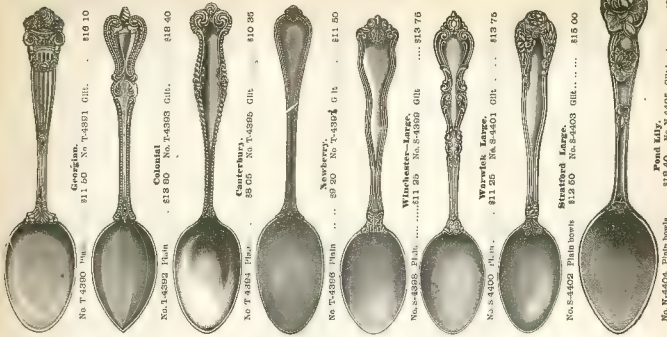
Stamp Box.
No. 9493 ..... 95c
Sterling silver, French gray finish, polished, raised ornaments.

Stamp Box.
No. 9494 ..... $1 70
Sterling silver, copper oxidized raised head.

Stamp Box.
No. 9495 ..... $1 20
Sterling silver satin finish beaded border.

FINE STERLING SILVER FLATWARE 925/1000 FINE.

Cuts are exact size. Prices per dozen.



Georgian. No. T-4381 Gilt . . $18 10
No. T-4380 Plain . . $11 60

Colonial. No. T-4393 Gilt . . $18 40
No. T-4392 Plain . . $12 60

Canterbury. No. T-4386 Gilt . . $10 35
No. T-4384 Plain . . $6 05

Newberry. No. T-4398 Gilt . . $11 50
No. T-4399 Plain . . $6 90

Winchester—Large. No. S-4390 Gilt $13 75
No. S-4389 Plain $11 25

Warwick Large. No. S-4401 Gilt $13 75
No. S-4400 Plain $11 25

Stratford Large. No. S-4403 Gilt $15 00
No. S-4402 Plain bowls . . $12 60

Pond Lily. No. N-4405 Gilt bowls . . $20 70
No. N-4404 Plain bowls. . . $12 40

Forget-Me-Not. No. N-4408 Gilt bowls $9 95

Indian. No. N-4407 Gilt bowls $17 25

Columbine. No. N-4403 Gilt bowls $10 35

Indian—Twist. No. N-4406 Gilt bowls $13 80

Santa Claus. No. N-4410 Gilt bowls $13 80

Oakland. No. N-4412 Gilt bowls . . $9 20
No. N-4411 Plain bowls $6 05

King. No. N-4414 Gilt bowls $9 20
No. N-4413 Plain bowls . . $6 05

Rosemont. No. N-4416 Gilt bowls $9 20
No. N-4415 Plain bowls . . $6 05

Individual Salt Spoon. Georgian Pattern
No. T-4417 Gilt bowls $11 50

Individual Salt Spoon Cordova Pattern.
No. T-4418 Gilt bowls $10 36

Individual Salt Spoon. Kenilworth Pattern.
No. S-4419 Gilt bowls $9 98

Salt Spoon. Altair Pattern
No. N-4430 Gilt bowls. $6 75

Salt Spoon—Warwick Pattern
No. S-4421 Plain bowls . . . $9 38 No. S-4422 Gilt bowls . $11 88

Salt Spoon. Princess Pattern.
No. N-4423 Gilt bowls. $6 75

Salt Spoon. Rustic Pattern.
No. T-4424 Gilt bowls. $11 50

FINE STERLING SILVER NOVELTIES $\frac{925}{1000}$ FINE.

Cuts are exact size. Prices Each.

Tie Clasp, solid gold, Roman, beaded edge.
No. 9517.... $1 70
Same in sterling silver.
No. 9518.... 35c

Tie Clasp, sterling silver gold plated, Roman finish, pearl set.
No. 9519.....70c

Tie Clasp, sterling silver, chased.
No. 9520..... 46c

Tie Clasp, sterling silver, chased and enameled, turquoise set.
No. 9521.....70c

Tie Clasp, rolled plate, Roman finish.
No. 9522.....65c
Bright polish.
No. 9523 ... 65c

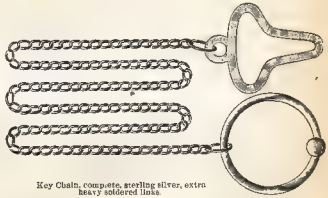
Tie Clasp, sterling silver, ruby setting.
No. 9524..... 50c

Tie Clasp, sterling silver, satin finish.
No. 9525 . . 40c

Key Ring, polished sterling silver.
No. 9526... ....$1 15

Whistle, sterling silver, satin finish.
No. 9527..... ... $1 35

Whistle, all sterling silver, bright finish.
No. 9528..... $1 30



Key Chain, complete, sterling silver, extra heavy soldered links.
No. 9529.. . . . . $2 70

Key Ring, satin, sterling silver.
No. 9530.....85c

Key Ring, sterling silver.
No. 9531.....$1 00

Key Ring, sterling silver, French gray.
No. 9532.....75c

Key Chain, complete, sterling silver, soldered links.
No. 9533 ..... $1 50

Key Ring, polished, sterling silver.
No. 9534..... $1 10

Key Ring, sterling silver.
No. 9535.....46c

Key Ring, sterling silver.
No. 9536 ..... 70c

Key Ring, sterling silver.
No. 9537 ... . 80c

Name Plate, leather strap and buckle, for bicycles, umbrellas, etc.
No. 9538... . ..... 90c

Key Ring, sterling silver.
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Umbrella Clasp, sterling silver buckle, leather strap.
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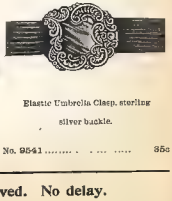

Elastic Umbrella Clasp, sterling silver buckle.
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All come fitted with fine silk elastic webbing. Assorted colors. Prices per Pair.

Sterling silver buckles, satin finish, raised ornaments, bright edge.
No. 8514 ..... $2 35

Sterling silver buckles, satin finish, raised ornaments, bright edge.
No. 8516 ..... $2 00

Sterling silver buckles, satin finish, bright cut, raised ornaments.
No. 8517 ..... $2 00

Sterling silver buckles, raised ornaments, [illegible] finish.
No. 8518 ..... $2 00

Sterling silver buckles, satin finish, bright cut, raised ornaments.
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[illegible] buckles, Roman finish, enameled
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Sterling silver buckles, thermometer, bright polished dial, enameled.
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[illegible] buckles, bright polished, raised ornaments.
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Silver plated buckles, bright polish, chased, rabbit foot charm.
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Rolled plate buckles, Roman finish, enameled raised letters, China baby
No. 8526 ..... 50c

Silver plated polished buckles, leather purse.
No. 8527 ..... 45c

Rolled plate buckles, Roman finish, enameled raised letters.
No. 8528 ..... 45c

Rolled plate buckles, Roman finish, enameled [illegible]
No. 8529 45

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Quality Guaranteed. Prices Each.

Self-Acting Calendar Watch.

Gives day, date, month, and all changes of the moon. Makes all changes at midnight. Reliable in action and good time-keeper

No. 2448 Gun-metal case, full jeweled, cylinder movement ..... $ 8 20
No. 2449 Silver case, full jeweled, cylinder movement 12 30
No. 2450 Gun-metal case, 11 jeweled, lever movement 10 50
No. 2451 Silver case, 11 jeweled, lever movement 14 00

Continental Calendar Watch.

Fine nickel, 15 jeweled lever movement. Fully guaranteed. Best in the market.

No. 2462 With gun-metal case $17 60
No. 2463 Fine silver case 20 80
No. 2464 15 year, gold filled case 32 70

Eight Day Watch.

Open Face, 18 size, solid nickel plain case, snap bezel, jointed back with inside cap, bassine shape, pendant set, 15 jewel nickel movement, lever escapement, expansion balance, Breguet hairspring, plain regulator, heavy figured dial with hands to match. Guaranteed to run eight days.

No. 2463 Nickel case $16 20
No. 2463 Sterling silver case 935-1000 fine 20 00

Guinand's Reliable Minute Repeater.

12 size (17 ligne) thin model. 14k gold heavy plain bassine or K. T. case, 32 ruby jeweled pickle, movement, Breguet hairspring, patent regulator, exposed pallets, very finely finished, strikes hours, quarters and minutes.

No. 2455 Open face $280 00
No. 2456 Hunting case 304 00

New Era Watch—American Make.

18 size, Open Face, 3 oz. screw back and bezel, nickel case, plain polished, also engraved in stag and locomotive designs.

Fitted complete with—

New Era Movement,

American, 7 jewels, nickel, 3 plate stem, winding and setting, train bearings in metal settings, Jamaskeened hard enameled dial

No. 2464 Complete $4 04

Send us your watch orders. We carry the most complete line of any house in America.

Honestus or Neutra Watch.

Open Face, 16 size, thin model, oxidized steel case, finish in polished or satin, antique bow and crown. 7 jewels, fine lever movement with visible balance and fancy enamel dial; figures are embossed in colors like cut.

No. 2467 Oxidized steel case $11 20
No. 2468 Same watch with plain cream dial 10 80
No. 2459 Sterling silver case 935-1000 fine, with plain cream dial 14 00

12 Size, Open Face, Steel.

Open Face steel case, plain, full bassine, antique pendant, silver or gilt trimmings, fitted with Lady Racine 15 jewel lever escapement movement.

No. 2450 Plain dial $13 00
No. 2451 Fancy dial 13 50

Seth Thomas—American Make.

18 size, Open Face, screw back and bezel, nickel case, plain polished, antique bow and crown.

Fitted complete with—

No. 36 Seth Thomas Movement.

Nickel, 7 jewels, compensation balance, safety pinion, Breguet hairspring, fancy gilt and nickel damaskeening, lever setting, hard white enamel, sunk second dial. Extra heavy black figured dial and steel hands as shown in above illustration,

No. 2465 Complete $9 50

Extra Quality Quadruple Silver Plated Flasks and Tobacco Boxes.

PRICES EACH.

No. M-33 Flask $3 80
Satin, engraved.
Height 5¼ inches, capacity 4 oz.
(Meriden B. Co.)

No. 14-1836 Flask $6 21
Bright silver, La France rose decoration, capacity 1 pint.
Cut ⅓ size
(Derby Silver Co.)

No. B-16 Liquor Flask $4 67
Satin, bright cut, engraved.
Height 6 in., capacity ½ pint
(Barbour Silver Co.)

No. W-107 Flask $2 00
Plain satin, length 4 in.
Capacity 3 gills
E. G. Webster & Son

No. B-13 Flask with Cup, ½ pt. $4 32
No. B 14 " " ½ pt 4 86
No. B-15 " " ¾ pt. 5 67
Glass, leather covered. Cup, satin, bright cut, engraved, gold lined.
(Barbour S. Co.)

No. F-1 Flask, ½ pt., morocco $3 25
Height 5½ in.
No. F-2 Flask, ¾ pt., morocco 3 75
Height 6¼ in
No. F-3 Flask, ¾ pt., morocco . 4 50
Height 7 in.
No. F-4 Flask, 1 pt., morocco 5 75
Height 7¼ inches.
Silver plated cup with detachable cup on bottom.
(Forbes Silver Co.)

No. W-15972 Cut Glass Flask $3 50
Has Cup on bottom, burnished, gold lined, capacity 1½ gills.
Height 4½ inches
(E. G. Webster & Son)

No. M-43 Flask . . . $8 10
Satin, glass lined, removable gold lined cup, capacity 8 oz.
Height 6 inches.
(Meriden B. Co.)

No. M-17 Tobacco or Snuff Box. $3 24
Satin gold lined
No. M-17 Satin, engraved, gold lined . . . $ 3 78
Dimensions 2⅝ x1⅝ inches
Cut ⅝ size.
(Meriden B. Co.)

No. M-6 Tobacco or Snuff Box. $3 24
Chased, gold lined.
Dimensions 2⅝x1⅝ inches.
(Meriden B. Co.)

Goods Guaranteed as Represented

No. M 10 Flask, satin finish $4 32
Collapsion cup cap, capacity 10 oz., height 5½ inches
(Meriden B. Co.)

FINE STERLING SILVER NOVELTIES.

Cuts are exact size. Prices Each.

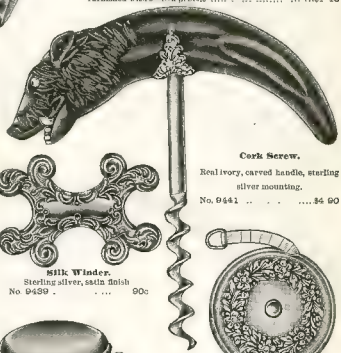
Cork Screw.

Polished horn handle with sterling silver mounting.

No 9436 .... $2 00

Pocket Pencil and Case.

No. 9440 Heavy sterling silver case, French gray finish, furnished with 6 extra pencils $1 40



Cork Screw.

Real ivory, carved handle, sterling silver mounting.

No. 9441 .. . .$4 90

Pin Cushion.

Velvet center, sterling silver ornamented both sides.

No. 9437..... .... 70c

Folding Cork Screw.

Sterling silver.

No. 9438 . ...90c

Silk Winder.

Sterling silver, satin finish

No. 9439 . . ... 90c

Tape Measure.

3 feet, all sterling silver case.

No. 9444, ...$3 00

Sticking Plaster Case.

Sterling silver, satin finish, raised ornaments, with book of assorted colors of plaster enclosed.

No. 9442 .....$1 75

No. 9443 Bon-Bon, all sterling silver.... $4 50

No. 9445 Glove Darner. Sterling silver, polished, enameled wood tips . . 80c

No. 9447 Nail File. Sterling silver case, French gray finish 90c

No. 9446 Glove Darner. Sterling silver, French gray finish ... .90c

No. 9448 Nail File. Sterling silver case, polished, chased ..75c

Tape Measure.

3 feet, in fine celluloid case, sterling silver trimmings.

No. 9449.....90c

Emery Ball.

Silk cover and silk tassel, sterling silver top.

No. 9450..... ....40c

Emery Ball.

Silk cover and silk tassel, sterling silver top.

No. 9451 .....35c

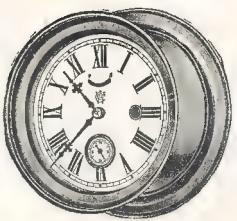
Emery Ball.

Silk cover and silk tassel, sterling silver top.

No. 9452..... 50c

Fine Metal and Wood Lever Clocks.

Prices Each.



Engine Lever.

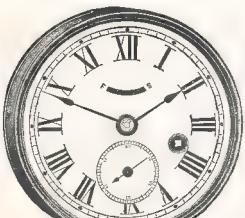
Waterbury Clock Co

Brass or Nickel.

1 Day, time.....Each, $4 50
8 Day, time.....Each, 5 50

6-inch dial.

Measures across the back, 7¼ inches.



Engine Lever.

Seth Thomas Clock Co.

Metal case, brass or nickel plated, 6-inch dial.

1 Day, time.....Brass, $5 24
8 Day, time.....Brass, 7 88

Add 20 cents for nickel finish.

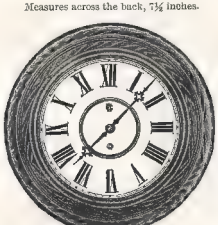
Banner Lever.

Seth Thomas Clock Co.

Metal, brass or nickel plated.

1 Day, 6 inch, time .. . Brass, $5 24
1 Day, 8- ch, time Brass, 6 00
8 Day, 6-inch, time . . . Brass, 7 88
8 Day, 8-inch, time.... Brass, 8 88
1 Day, 6-inch, strike Brass, 6 96
1 Day, 8-inch, strike . . . Brass, 8 88
8 Day, 8-inch, strike.... Brass, 10 96

Add 20 cents for nickel finish



Alpha

Waterbury Clock Co.

Oak or Walnut.

8 Day, time.....$5 50

12-inch dial. Diameter, 16¾ inches.

Gresham.

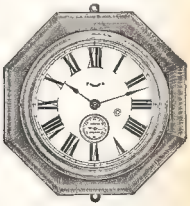
Ansonia Clock Co.

Mahogany or Oak, pendulum.

Dial, 12 inches.

8 Day, time.. . . . . $5 50
8 Day, gong, strike 6 99

All Orders filled same day received No delay.



Lever.

Seth Thomas Clock Co.

Wood case, rosewood, veneer, polished.

1 Day, 6-inch, time $4 72
1 Day, 8-inch, time 5 54
1 Day, 6-inch, time, alarm 5 54
1 Day, 8-inch, time alarm. . . . 6 36
8 Day, 6 inch, time 7 30
8 Day, 8-inch, time . . 8 12
1 Day, 6-inch, strike . . 5 54
1 Day, 8-inch, strike . . 6 36
1 Day, 6-inch, strike, alarm 6 36
1 Day, 8-inch, strike, alarm .. 7 28
8 Day, 8-inch, strike. . .. 10 20

Oak Lever—(Waterbury.)

Oak Lever.

Waterbury Clock Co.

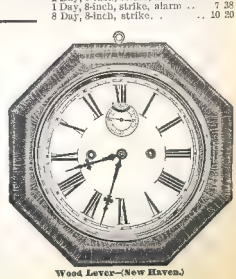
1 Day, 4-inch, time.... . Each, $2 20
1 Day, 6-inch, time.... . Each, 3 25
1 Day, 6-inch, strike . Each, 4 05
1 Day, 8-inch, time.... . Each, 3 75
1 Day, 8-inch, strike... Each, 4 60
8 Day, 6 inch, time Each, 4 45
8 Day, 8 inch, time . . . Each, 4 75
8 Day, 8-inch, strike . . Each, 5 70
8 Day, 12-inch, time. . Each, 6 17
8 Day, 12-inch, strike..... Each, 8 15

Wood Lever.

New Haven Clock Co.

Rosewood, polished, veneered.

8 Day, 6-inch, time .. . $4 45
8 Day, 8-inch, time 5 00
8 Day, 10-inch, time 5 80
8 Day, 12-inch, time 6 55



Wood Lever—(New Haven.)

Waterbury Clock Co's Fine Enameled Wood Clocks.

PRICES EACH.

DELRAY

Polished Wood. Gilt Ornaments, Bases and Caps.

8 Day, Strike, Gong, Half-hour on Cup Bell.

8¼ inch Dial. Height, 11 inches. Width, 17½ inches.

American White Dial, Roman Figures, Rococo Sash . . . $8 00

DANVILLE

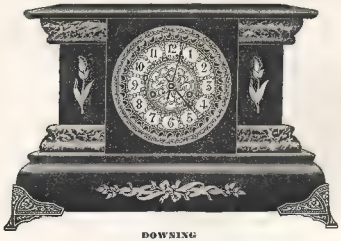
Polished Wood. Bronze Ornaments, Bases and Caps.

8 Day, Strike, Gong, Half-hour on Cup Bell.

8¼ inch Dial. Height, 12⅜ inches. Width, 12¼ inches.

American White Dial, Roman Figures, Rococo Sash..... $8 50

American Ivory Colored Dial, Arabic Figures, Rococo Sash..... 8 50



DOWNING

Polished Wood. Gilt Ornaments.

8 Day, Strike, Gong, Half hour on Cup Bell.

8¼ inch Dial. Height, 13 inches. Width, 15 inches.

American White Dial, Roman Figures, Rococo Sash $8 00

American Gilt Perforated Dial, Arabic Figures, Rococo Sash..... 8 00

SELINA

Polished Wood. Gilt Ornaments.

8 Day, Strike, Gong, Half-hour on Cup Bell.

8¼ inch Dial. Height, 12¾ inches. Width, 11½ inches.

American White Dial, Roman Figures, Rococo Sash..... $7 50

American Gilt Perforated Dial, Arabic Figures, Rococo Sash..... 7 50

FINLAND

Polished Wood.

8 Day, Strike, Gong, Half-hour on Cup Bell.

5¼ inch Dial. Height, 9¾ inches. Width, 10¼ inches.

American White Dial, Roman Figures, Rococo Sash. $6 25

MASABA

Polished Wood. Gilt Ornaments.

8 Day, Strike, Gong, Half-hour on Cup Bell.

5¼ inch Dial. Height, 13½ inches. Width, 15⅝ inches.

American White Dial, Roman Figures, Rococo Sash $8 00

American Gilt Perforated Dial, Arabic Figures, Rococo Sash 8 00

The Artistic Triumphs of the Pianola in Germany

WITHIN THE past few months, the Pianola has been accorded a recognition in one of the greatest musical centers of the world, which is perhaps more significant than any of the many tributes which have preceded it.

The Germans, as a people, are noted for their conservatism, especially in all matters affecting innovations in music and the fine arts. The following letter to the President of The Aeolian Company gives an account of the experiences of a gentleman from the London office of The Aeolian Company, who made a brief visit to Germany last summer.

The matters treated of are of such general interest and of such vital importance to the entire musical world, it has been decided to make the communication public in its original form.

The Orchestrelle Company

English Branch of The Aeolian Company

London, August 3, 1904.

Mr. H. B. Tremaine
President Aeolian Company
New York

DEAR SIR: In some respects my recent trip abroad was the most interesting and most successful of any which I have taken. I was enabled to demonstrate the capabilities of the Metrostyle Pianola to some of the greatest living musicians, and it is an interesting fact that in each and every case the artist at first refused to hear the instrument, giving as his reason his objections to mechanical instruments, however perfect, and the fact of having heard instruments of a similar character before and having his opinion verified after the demonstration. I never before realized the innate prejudice a musician has against instruments of this kind, and it more forcibly than ever made me realize the importance of constantly continuing to improve our instruments, so that the customer may not only be enabled to play intelligently, *but be prevented from playing in such a way as to create a wrong impression in the mind of the auditor.*

The first great artist to whom I played in Berlin was Joachim, who is not only considered the greatest violinist of this age, but whose opinion upon all things musical is taken as a criterion by musicians the world over. Being a violinist, he was naturally more sensitive than the pianoforte virtuosi, and while I looked forward to showing him the instrument, I realized that his judgment and criticisms, if he had any to make, would be of great value to us, but an unfavorable impression expressed to brother musicians might make our work all the harder. I played to Joachim several compositions of different kinds, and his opinion is best expressed by the testimonial which he gave us and which seems to me to be of the greatest possible importance, coming as it does from this renowned

GENTLEMEN: I consider your Pianola with the Metrostyle an invention of the greatest importance to musical art. My first impression upon hearing an instrument of this kind was that it would be harmful and misleading, but the Metrostyle Pianola has completely changed my opinion, for not only does it play the notes correctly, but, with the Metrostyle, interpretation is given which is equal to that of an artist. Your success is assured

Yours truly,
JOSEPH JOACHIM.

JOSEPH JOACHIM

To Frau Wagner, Bayreuth, Germany

Berlin, June 16, 1904.

My Very Dear Madam: Mr. Muetter, the representative of The Aeolian Company in New York, has asked me to give him a word of introduction to you; this I do very gladly indeed, as the instrument which he wishes to display to you fulfils very wide requirements. Not only can the most difficult piano compositions from Bach to Liszt be reproduced with the greatest ease, but all possible shades of rendition are also possible. More important than all this, however, appears to me the so-called Metrostyle device, which puts us in a position to make permanent records of the finest tempo-nuances and so to leave to following generations an authentic tradition in black and white.

Just at this time you will find yourself in the midst of most exacting work. We also hope in some weeks to appear on the scene, and Wolfram takes endless pleasure from the fact that he will be able to be present at the last rehearsals. He is now already studying, besides syntax and algebra, most industriously the "Ring" in order to prepare himself.

With heartiest greetings to all Wahnfried, in which all my family join, I remain, in the pleasant hope of seeing you soon,

Always very sincerely yours,

(Signed)

E. HUMPERDINCK.

E. HUMPERDINCK

Berlin, June 3, 1904.

The Aeolian Co.

Gentlemen: The Metrostyle Pianola which I have just heard has filled me with admiration and wonder. Although I have heard instruments play the piano before, I had no idea that it was possible to play with the taste and expression of an artist, and the Metrostyle, it seems to me, is almost as valuable as the instrument itself. Your success with the Metrostyle Pianola should be very great.

I am, yours truly,

E. HUMPERDINCK.

and esteemed musician. Joachim seemed to think, however, that the Pianola required a highly trained musician and that a novice might convey the wrong impression of the work. Therefore he insisted, as you will see by his letter forwarded herewith, that the Metrostyle was not only valuable and interesting, but *indispensable*.

The next musician who was persuaded to call at our warerooms in Berlin was Humperdinck. Like all of the others, he at first flatly refused to listen to the Pianola. He had never heard the instrument, but classed it with the others which were supposed to produce the same result; but after repeated calls we finally persuaded Humperdinck to accompany us to our office in Berlin, where I played to him both on the Orchestrelle and on the Pianola. It is, of course, impossible for me to describe the enthusiasm displayed by these different artists and composers, but in the case of Humperdinck it seemed as if he were struck with silent wonder, as he seemed so entirely at a loss to express himself. His opinion of the instrument, however, is best shown in the letter which he afterward sent us. Humperdinck is not only one of the most prominent composers of operatic music of to-day (having written "Hansel and Gretel," one of the most successful operas produced in a decade), but was one of the most intimate friends of Wagner and was one of the first directors of "Parsifal" at Bayreuth. Humperdinck inquired whether Madam Wagner had heard the Pianola or the Orchestrelle, stating that he thought she would be very greatly interested in them. We informed him that we believed Madam Wagner had not yet heard the instruments and Humperdinck thereupon gave Mr. Muetter a letter introducing him to Madam Wagner. This letter is in itself, it seems to me, a testimonial of the greatest importance to us, and I enclose herewith a copy of the letter which has been translated from German into English.

Perhaps the most important musician to whom I played in Berlin was Professor Barth. This gentleman is considered one of the greatest piano-teachers living and was the intimate friend of some of the greatest composers, such as Brahms, etc., and occupies one of the most important positions, as a teacher, in Europe. Being a teacher of such prominence and such experience, he naturally would listen to the performance of the Pianola differently than any other musician to whom I have ever played, and after the usual absolute refusals to listen to the instrument, he was finally persuaded to give us, as he said, "just five minutes."

It may be interesting at this point to tell you something of the music which I played. Among other compositions was a long roll by Rosenthal, known as "Theme and Variations." This composition contains not only some of the most difficult passages ever written for the piano, but is so varied as to require almost every shade of variation known in pianoforte-playing. I had already played to Mr. Barth several other compositions, and after his five minutes had been lengthened to over an hour, I played the above composition. Having heard instruments which played the piano automatically before, he was under the impression that he knew the different things which could not be accomplished in playing the piano this way. Mr. Muetter, therefore, while I was playing, called the professor's attention to certain things which I was actually doing

and which Professor Barth claimed were really impossible. Each time that Mr. Muetter attempted to speak, the Professor would raise his hand and request him to be silent, showing how intently he was listening to every phrase, bar, and note which I was playing. You will perhaps be interested to know that in not one single instance did Professor Barth criticize any feature; but after I had finished the composition by Rosenthal, Professor Barth said in German: "Now that it is possible to play a composition like that so perfectly, by whatever means, the most prominent teachers and advanced students of the Hochschule should hear this instrument and take its performances as a type of perfection."

He then inquired whether or not we would be willing to give a recital to the teachers and students of the Hochschule—and I might mention that the Hochschule in Berlin is the first conservatory of Germany and one of the most important in the world. Dr. Joachim is the Director, and other great musicians, such as Max Bruch, the great composer, and Professor Barth, are instructors. A recital was thereupon arranged and was given in the hall of the Hochschule before all the professors and two hundred of the most advanced students. Each number on the programme was most enthusiastically applauded, and the success of the recital means to us, in Germany at least, more than anything which has heretofore been done. Without solicitation upon our part they have presented us with an official letter signed by the Directors, and I am enclosing a copy of this letter translated into English.

One incident which happened at the recital will perhaps be of interest and show the seriousness of the occasion and prove that the performances were listened to as if an artist had been playing, and that *during the performances of the music, the means of producing it were forgotten.*

Each number, before it was played, was announced by Dr. Joachim, and the last number on the programme was the above-described composition by Rosenthal, which was played on this occasion at the request of both Dr. Joachim and Professor Barth. Rosenthal, who happened to be in Berlin, had been invited to attend the recital and sat on the platform during the performance of this number beside the player and indicated from time to time, almost involuntarily, the tempo in which the variations should be played. After several variations had been performed, Rosenthal was obliged to make his acknowledgments to the applause, and after the last variation, which is of the greatest brilliancy, the applause was tremendous, and both the performer and Rosenthal were obliged to repeatedly bow. The performance of this piece was an event in more than one way, as I believe it has never been played in public before, having just been published, and certainly never in Berlin. None of the musicians or artists to whom I played it had ever even heard of it.

There is perhaps no musician in Europe whose opinion I value more than that of Carl Reinecke. He is supposed to be the greatest exponent of Mozart of his day. Many pianists of the highest rank, and students who have had instruction from the best teachers, have in most cases gone to Reinecke for the purpose of getting his interpretation and ideas in connection with the compositions of Mozart.

KONIGLICHE AKADEMISCHE HOCHSCHULE FUR MUSIK IN BERLIN.

CHARLOTTENBURG, den 14. Juni, 1904.
Fasanen Str., 1

In the presence of the undersigned and a great number of teachers and scholars of the Royal Academy, Mr. Muetter yesterday conducted in one of the large rooms of the institution a demonstration of the Metrostyle Pianola. Among the works given, two compositions, namely, the variations of Pachulski, and the variations of Rosenthal, both compositions for the virtuoso of the most extreme difficulty and brilliant effect, were produced. It is astonishing how much freedom of movement can be shown, both as regards dynamic and rhythmic effects, by a skilful handling. So far as the limits allow, if indeed any exist, the abilities of this device, as compared with the living personal rendition of an artist, have reached the highest result obtainable.

JOSEPH JOACHIM.
ERNST RUDORFF,
Professor and President of the Department for Piano and Organ in the Royal Academy for Music in Berlin.

CARL REINECKE

LEIPZIG, den 10. Juni, 1904.

GENTLEMEN: The Pianola has pleased and astonished me, the more because of its great improvement over the others of its class. Upon no other instrument I have heard is the touch so perfectly controlled, and the Metrostyle seems to me to be almost as great an achievement as the instrument itself, for without an intelligent interpretation a composition, however well executed, is of little value.

Please accept my best wishes.

Yours truly,
CARL REINECKE.

Perhaps no composer has ever lived whose music requires such careful interpretation as Mozart, the phrasing of each bar being of the greatest possible importance. Therefore I anticipated great difficulty in persuading Reinecke to hear the Pianola. I should have felt that we had achieved something of great importance if Reinecke had merely listened to the instrument, realizing the natural aversion he must have to any music from the pianoforte not produced by human fingers. Perhaps no person living is better qualified to judge correct pianoforte-playing and -phrasing than is Carl Reinecke. Therefore the endorsement which he gave us seems to me to be all that any musician or musical person would require as proof that the Pianola is capable of producing from the piano, music, however difficult, as well as it is possible for such music to be played.

I think I need not say anything further about the other musicians in Berlin, as their letters can best describe their opinions; but, before I left, several of the most prominent had commenced to indicate their interpretations with the Metrostyle, either of their own compositions or those for the performance of which they were famous, among others, Professors Barth, Busoni, the great pianist, and Humperdinck.

We have just received an endorsement for the Metrostyle Pianola from the great Saint-Saëns, and you have undoubtedly received my cable message concerning it. When one considers his strong opinions against instruments of this kind, obtaining his endorsement is a positive achievement.

Before closing I wish to speak of what I consider not only the most important endorsement we have received, but the greatest tribute ever paid by a musician to a musical instrument—the letter from Dr. Edvard Grieg. I need not speak of this great composer or his works, as they are so well known, but I send you his letter with much pleasure, and believe you will agree with me that the Metrostyle interpretations which he has given us will be of inestimable value for years to come to all who possess them, as they will constitute the only existing record of the great master's ideas as to the performance of his own compositions.

Yours very truly, *Francis Young.*

BERGEN, NORWAY, July 28, 1904.

I have heard the Metrostyle Pianola and consider it most admirable and interesting. Before hearing the Metrostyle I had thought that all such instruments were only machines, but I was indeed surprising what can be done with the Metrostyle in reproducing musical works in the way giving the intentions of the composer. It is excellent.

EDVARD GRIEG.

EDVARD GRIEG

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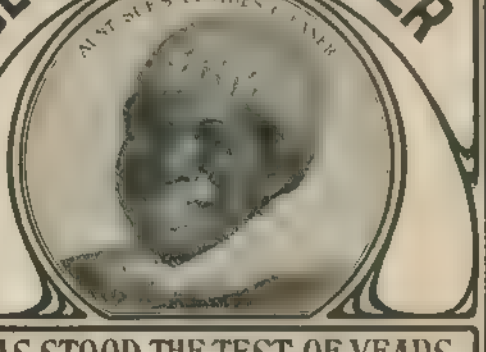

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Auto-talks

No. 1

In this, our first "Auto-talk" to the readers of Harper's Magazine, we do not intend to discuss speed, control, or any of the technicalities of automobiling.

What we do want to talk about this time is *value*.

A sensible man doesn't want to pay any more for a thing than it is worth—he wants a thing to be worth all he pays for it.

He doesn't want to pay a big price just because the maker thinks he can get that price, and he doesn't want to be told that a machine is a *good machine*, when it is really only good for the money.

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P 27

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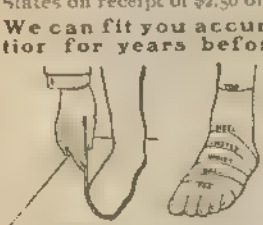

Fig. 1. Fig. 2.

MAIL ORDERS.—Directions for Measuring.—Take a sheet of paper and place it on the floor. Place your foot upon it, and then with a pencil held upright, mark the shape of your foot on the paper (see Fig. 1). In doing this, press the pencil firmly against your foot all around. Then take the best fitting shoe you have and mark the shape of that on the paper in the same way. Then take a tape measure, or a narrow strip of paper, and measure **exactly** where you see the lines in Fig. 2. In doing this let the tape touch at all points without drawing it tight. Be accurate; measure each foot, stockings on. You are now prepared to make out your order.

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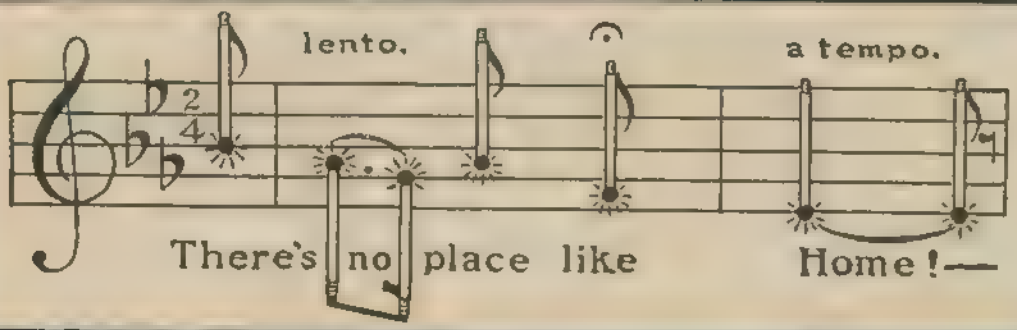
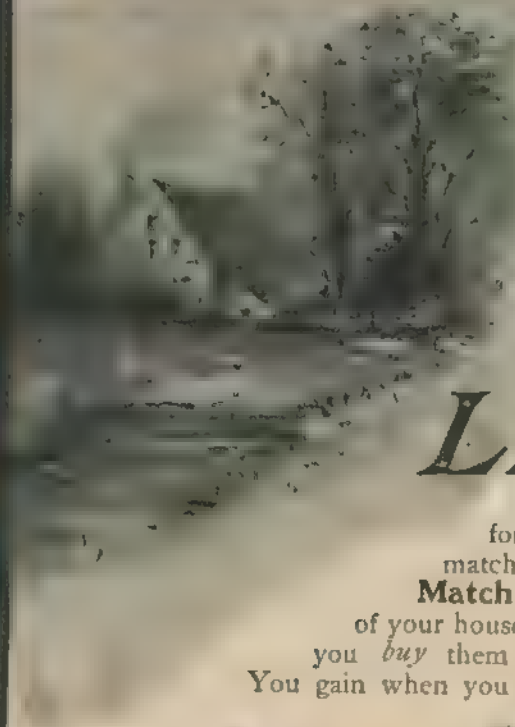

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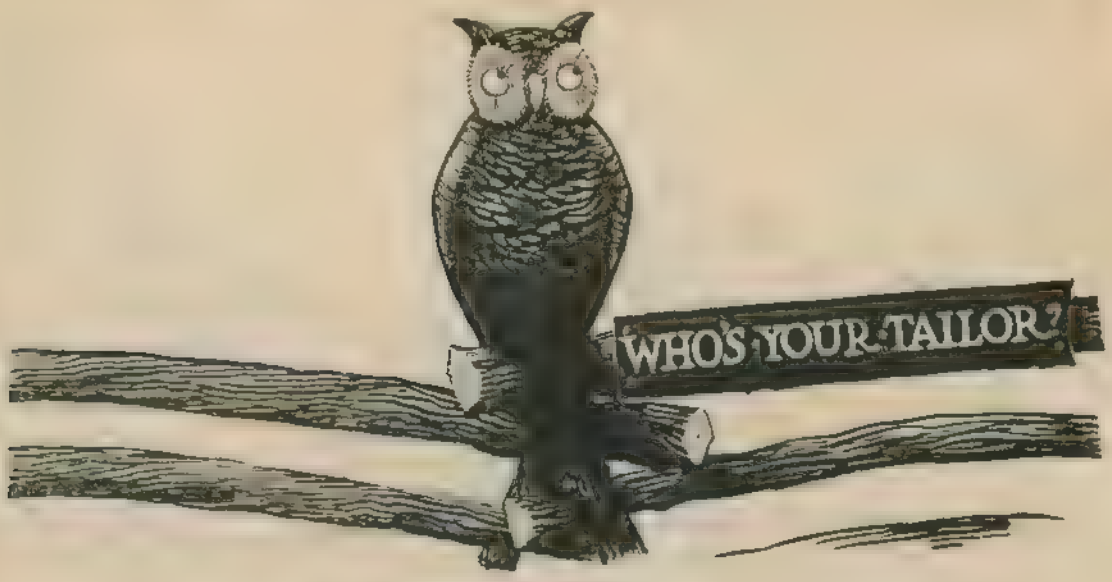

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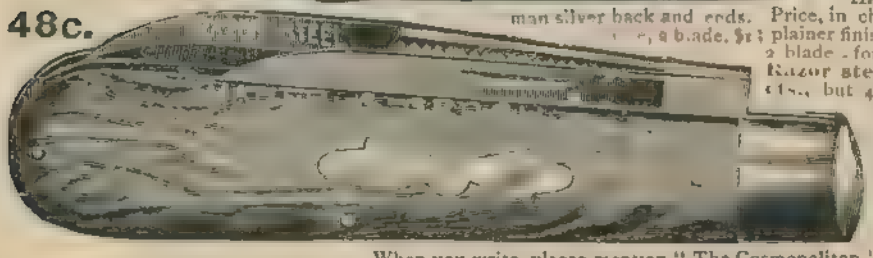

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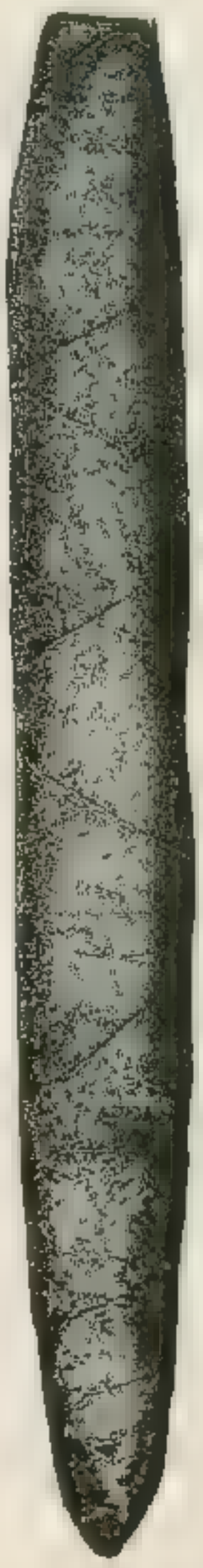

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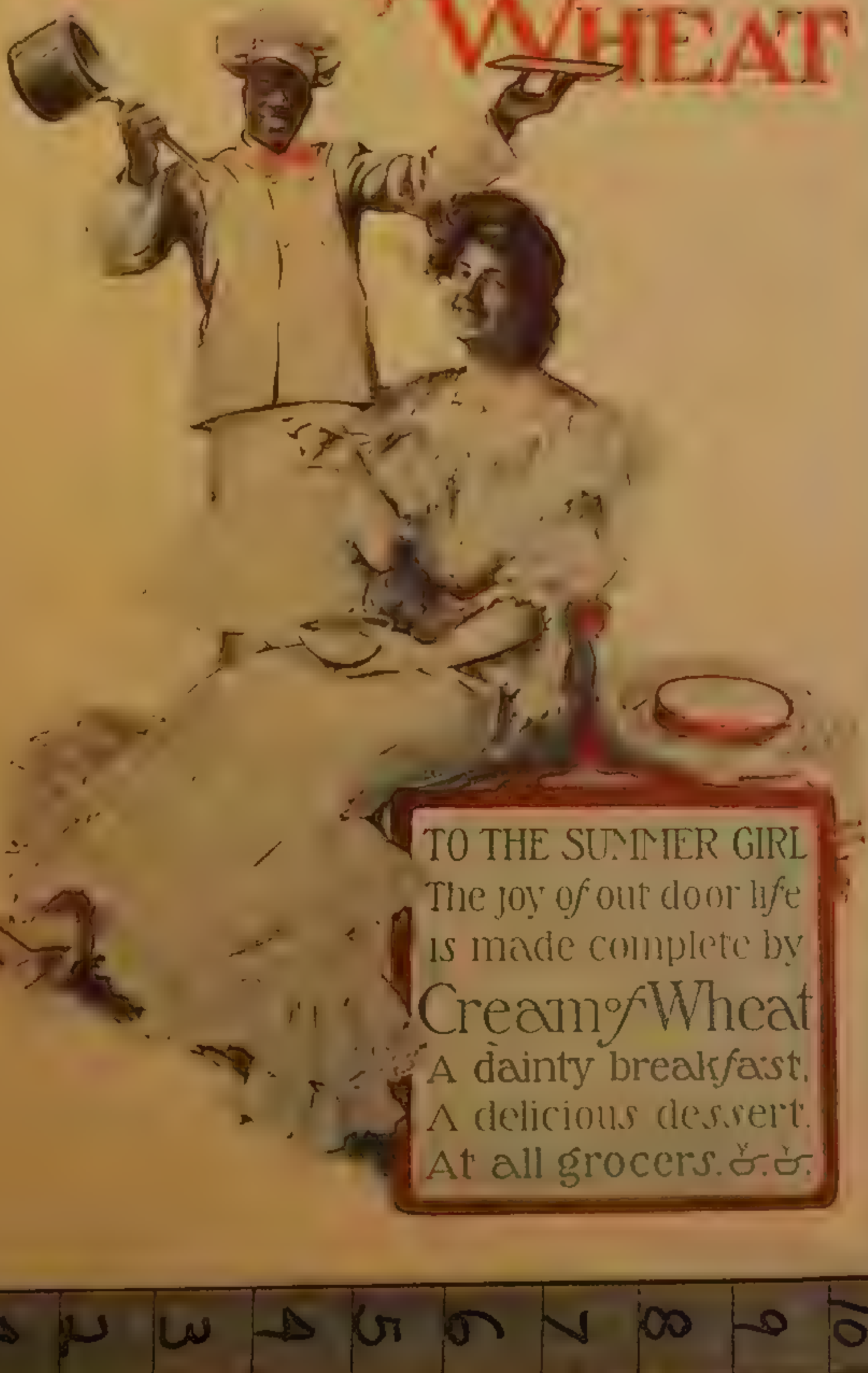

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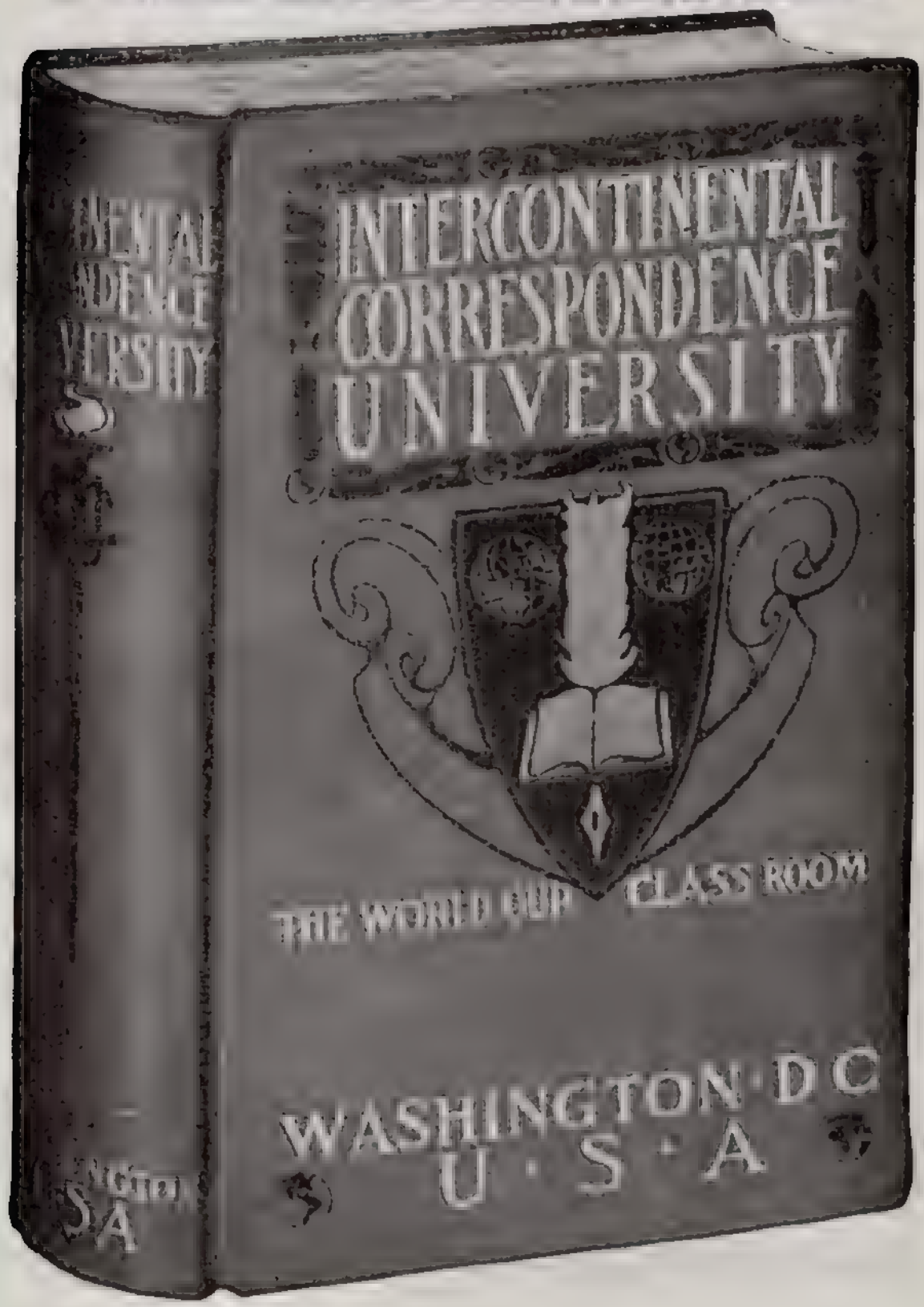
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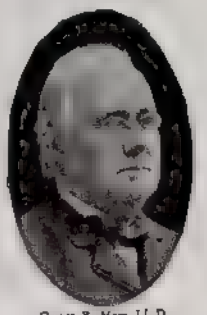

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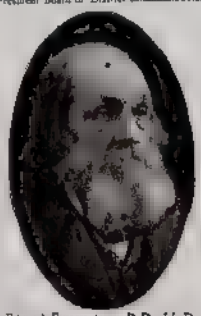

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John Franklin Crowell, Ph.D., L.H.D
Educational Director.

William Torrey Harris, LL.D
United States Commissioner of Education.

promptly all parts of the globe where the desire for systematic training exists. The high degree to which specialization has been carried in the various branches of applied learning, the impossibility of the great majority of interested persons enjoying resident instruction, as well as the impossibility of existing institutions, under prevailing limitations, providing adequately for the requirements of the world-wide demand for instruction,—these conditions have led the founders of the Intercontinental Correspondence University to organize a comprehensive system of individual instruction by correspondence, in which individual research under the guidance and assistance of the best qualified teachers and under the most approved methods may be provided for, in the oldest as well as in the newest branches of learning, in any part of the world.

Who will Manage this University

The educational control and management of the University will be under the active, personal direction of Channing Rudd, D.C.L., President of the University; John Franklin Crowell, Ph.D., L.H.D., Educational Director, and William Torrey Harris, LL.D., Chairman of the Advisory Faculty. These three prominent educators will be assisted in the active conduct of the work by a fully equipped University organization of colleges and departments, with able deans, professors, text writers and instructors.

Why You Need this University

We have founded this University to meet the various educational needs of men and women, young and old, in all parts of the world.

If you are a young man, or young woman, who needs an education and cannot attend a resident institution, on account of financial or other reasons; or a college student who wishes to continue an unfinished course; or a college graduate who wishes to specialize in any chosen subject; or a business or professional man whose work demands the best and latest general or specialized knowledge; or one who has had no early advantages and wishes to secure a better education; or, in short, if you want to obtain a complete general education, or a part of an education, or a special education, *write* to me, and I will show you that the I. C. U. offers exactly what you need.

You should bear in mind that you may start at any time. There are no regular classes; you will be a class by yourself. You will be under the individual guidance of the faculty of your department. You may start at any time in the calendar year which is most convenient to you. There is no age limit. You may begin at any time in your life when you feel a desire to add to your knowledge and education. With most people that time is NOW. Your progress will be just as rapid as your time and ability permit.

"The Personal Statement of the President."

I firmly believe that you who read these lines must be vitally interested in this University, for its plans are so wide and so far-reaching that they must necessarily include you. I have written a book in which I have told the story of the I. C. U. in detail, just why and how it was founded, what it means for you, personally, or through you for your family, your friends or your employees. I have called it "The Personal Statement of the President." I am sure you will be interested in this book. Write me, and I will take pleasure in sending you a copy with my compliments. If, in addition, you will state any course of study in which you may, might, could, would or should be especially interested, I shall be glad to write you a personal letter showing just what this University can do for YOU.

Channing Rudd

PRESIDENT,
For the Trustees.

Address me,
100 I. C. U. Building, Washington, D. C.

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As safe in the home as a kitchen table and just as important. You *may* be so fortunate as to never need the services of a revolver to defend your life, property and the lives of those depending upon your protection, but you can't tell —no one of the hundreds robbed and murdered every year suspected that he or she would be the next.

LOOK HERE

For the SAFETY LEVER

The hammer cannot hit the firing pin or the cartridge. *When you pull the trigger* (only) this lever rises and carries the blow to the firing pin.

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are made for your protection — *in every way*. The "Iver Johnson" is the original safety revolver, and the only one with a safety mechanism worthy the name.

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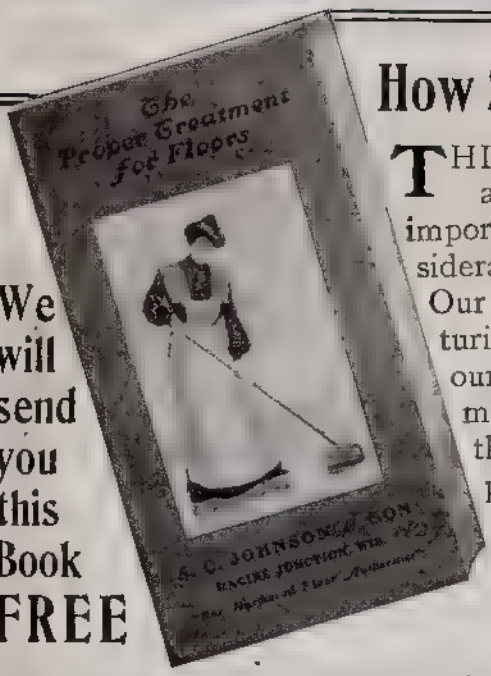

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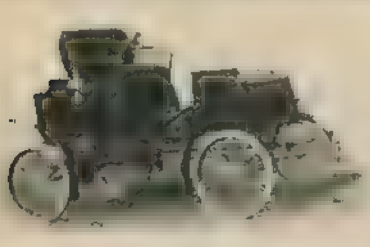

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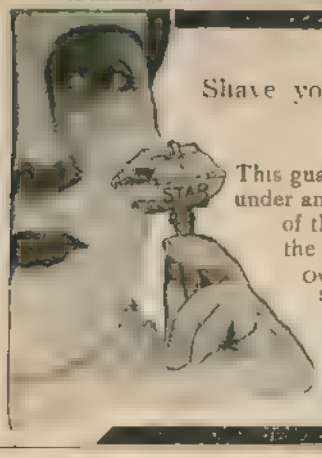

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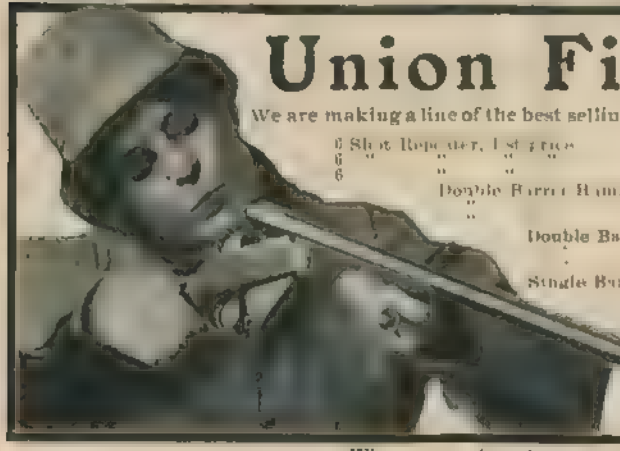

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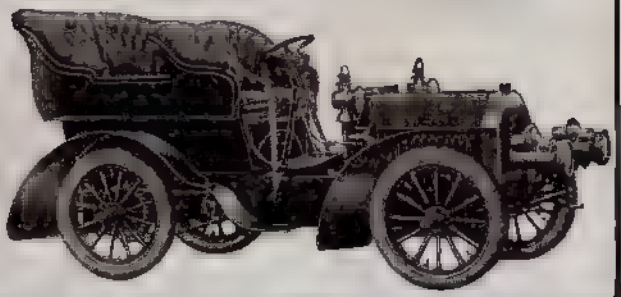

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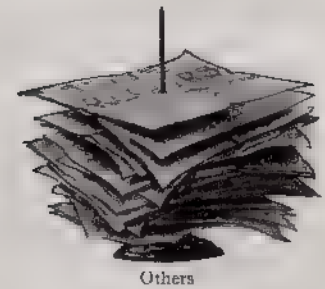

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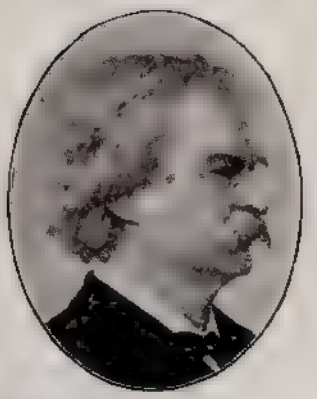

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Manager, Recreation and Information Department
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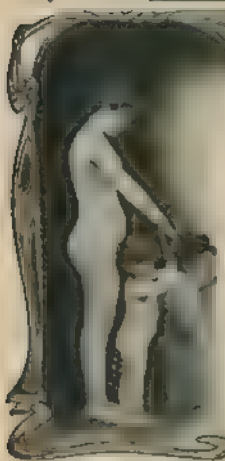

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"The best made, best fitting, most comfortable, durable and satisfactory underwear at popular prices that modern machinery and skilled labor can produce."

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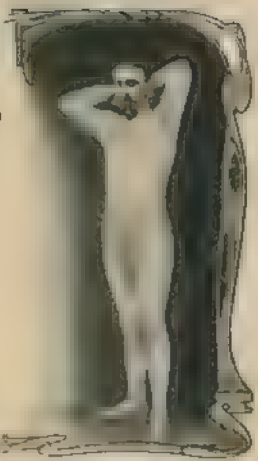

Travel with A Good Trunk To the World's Fair

Trunk and Dresser Combined.

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Maker of Celebrated STANLEY TRUNKS

Everything is in easy reach. *No Rummaging.* Smooth, sliding drawers. Bottom as accessible as the top. No heavy trays to lift, the finest and most convenient trunk made. Costs no more than others.

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Until every traveler learns the true value of these modern and convenient trunks—we will sell them "direct from factory" *at factory prices*, giving all the privilege of returning any trunk if not thoroughly pleased and satisfied after making examination. We build every style of modern Wardrobe Trunks.

A Free Book! A comprehensive booklet showing large views of this trunk (open and closed) and many other styles, sent free. Ask for catalog A-2908.

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The Tingle Sponge

A genuine Kleanwell Sponge in new form. Made with reversible strap affording firm grip. Fits the hand perfectly. Has all the virtues of the popular

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with some advantages peculiar to itself. For a brisk rub-down, or as a complexion beautifier —unapproachable. Try it

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A LAND of astounding contrasts in both scenery and inhabitants. Where, within a day's journey of each other, are the sombre grandeur of Norwegian fjords and peaceful beauty of the Irish lakes. Volcanoes in eruption, glaciers and geysers. Mountain scenery unsurpassed by Switzerland. The land of the Maoris where civilization and savagery touch elbows as nowhere else on earth. The one corner of creation which should not be left unvisited.

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The Best the Field Affords

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1—Oldsmobile motor—ripe product of over twenty years successful experience.

2—Simplicity of mechanical construction. The absence of all gaskets. Cylinders and cylinder heads cast integral. Bearings self-oiling; cam shaft gearing entirely encased.

3—Easy to start—absolute impossibility of "kicking back" in starting.

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5—Light Tonneau Car equipped with tilting steering post, divided front seat, honeycomb radiator, etc.

On the recent Automobile Tour—from New York to St. Louis—the Oldsmobile Tonneau Car easily held its own with cars costing from three to fifteen times as much. It maintained an average speed of twenty miles an hour over the entire trip.

Oldsmobile Standard Runabout, $650.00; Oldsmobile Touring Runabout, $750.00; Oldsmobile Light Tonneau Car, $950.00. All prices F. O. B. Factory. Catalogue free. Address Dept. D

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All the time—
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When you're ready the Oldsmobile will go. The name stands for reliability. The Oldsmobile is *built to run and does it.*

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Olds Motor Works
Detroit,
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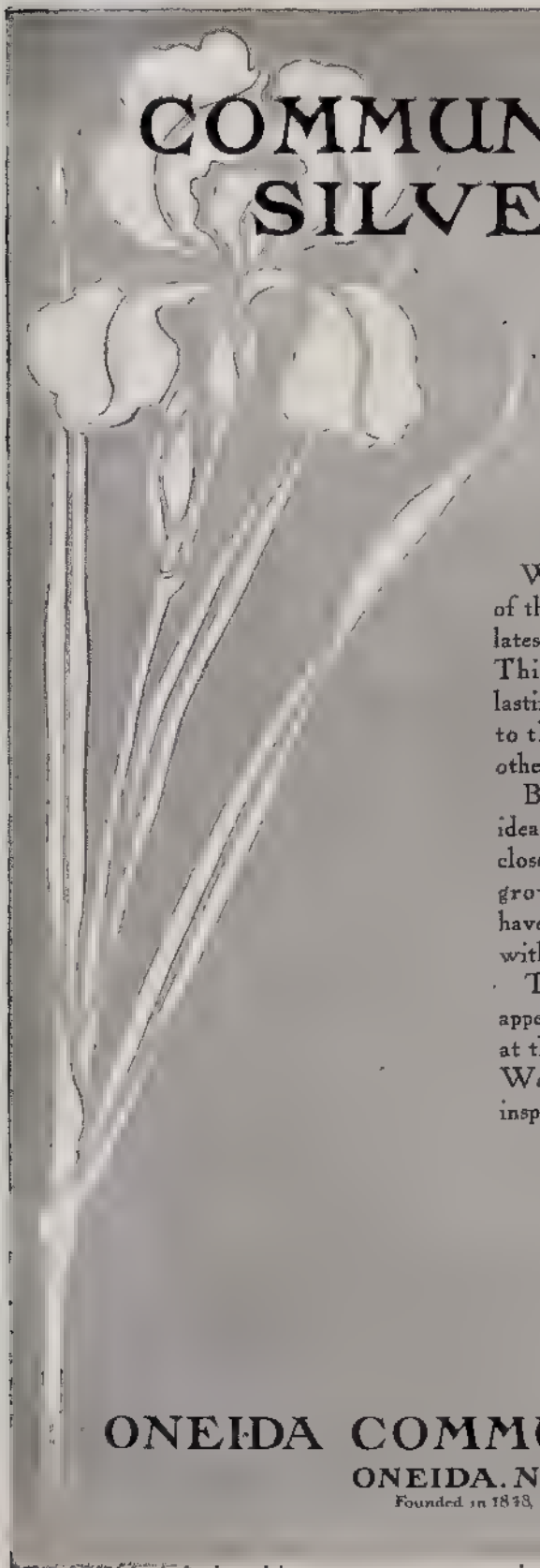
COMMUNITY SILVER



We announce the completion of the "Flower-de-Luce," our latest Community Silver design. This ware has a dignity and a lasting beauty in marked contrast to the over-ornamentation of other plated ware.

Boldly applying the best ideas of modern art, and keeping close to the graceful lines of the growing Flower-de-Luce, we have obtained unusual simplicity without sacrificing beauty.

The ware has the style and appearance of Sterling. On sale at the best shops and jewelers. We solicit for it your careful inspection.

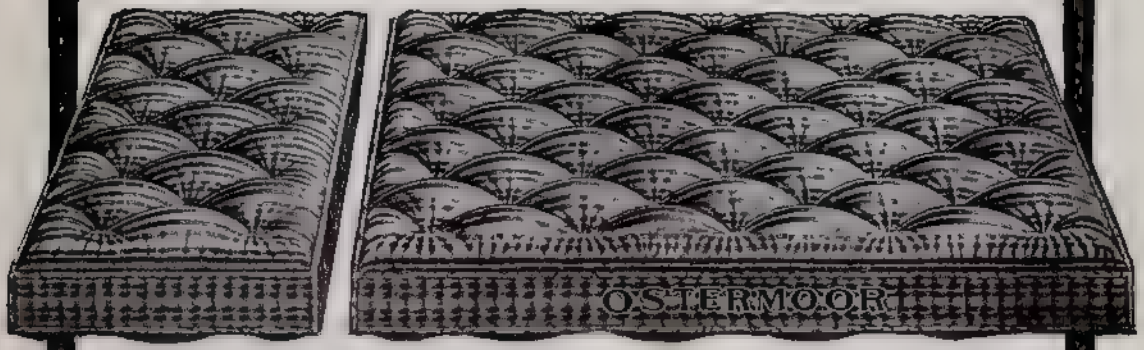
ONEIDA COMMUNITY, LTD.
ONEIDA, N.Y.
Founded in 1848

COMMUNITY
SILVER
FLOWER-DE-LUCE

Which Will YOU Sleep on To-night

—a mattress stuffed with the hair of dead horses or cattle, or the clean and sanitary

Ostermoor Mattress $15.



The OSTERMOOR MATTRESS is *built* (not stuffed) with a product of Nature as pure as Nature herself—snow-white cotton, treated and prepared by a mixture of brains and machinery in a way that has made OSTERMOOR the mattress *par excellence*—moisture-proof, dust proof, germ-proof, vermin-proof—everlastingly resilient, soft and fresh. OSTERMOOR, the only mattress that never requires renovating or renewing—an occasional sun bath its only renovator, and under no condition does it sag or become lumpy or uneven. "The proof of the pudding is in the eating" The proof of the mattress is in the sleeping. We allow you to sleep on it 30 nights free, and refund your money if you are not satisfied *in every way*

Beautiful 136-Page Book FREE

If you ask, we will send you our handsome, beautifully illustrated book, "The Test of Time"—136 pages of interesting information and valuable suggestions for the sake of comfort, health and success—with over 200 fine illustrations. Write for it now while it is in mind.

REGULAR SIZES AND PRICES

2 feet 6 inches wide, 25 lbs	$ 8 35
3 feet wide . . . 30 lbs ,	10 00
3 feet 6 inches wide, 35 lbs , .	11 70
4 feet wide, . . . 40 lbs , .	13 35
4 feet 6 inches wide, 45 lbs .	15.00

All 6 feet 3 inches long

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In two parts, 50 cents extra

Special sizes at special prices

Look Out! Dealers are trying to sell the "just-as-good" kind. Ask to see the name "OSTERMOOR" and our trade-mark label sewn on the end. Show them you can't and won't be fooled. *"It must be Ostermoor."*

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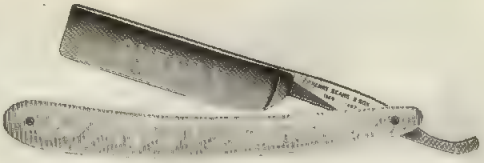
RAZORS.

+HENRY SEARS & SON, 1865. WARRANTED.

The Queen razor has stood the test of thirty-five years, and is to-day considered the standard high grade razor of the United States.



This razor is honed and stropped by us, and guaranteed to be in perfect condition for shaving.

	Per Dozen.
No. 487—⅝ inch, square point, full concave, crocus polished, etched in gold, one piece pearl handle	$72.00

This razor is honed and stropped by us, and guaranteed to be in perfect condition for shaving.

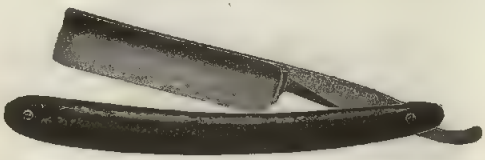
	Per Dozen.
No. 552—½ inch, square point, full concave, etched in gold, oval black rubber handle	$30.00
No. 488—⅝ inch, square point, full concave, etched in gold, oval black rubber handle	30.00
No. 650—¾ inch, square point, full concave, etched in gold, oval black rubber handle	30.00
No. 550—⅝ inch, square point, full concave, etched in gold, oval white ivory handle	42.00
No. 486—⅝ inch, round point, full concave, etched in gold, oval black rubber handle	30.00

BARBERS' QUEEN.

This razor is honed and stropped by us, and guaranteed to be in perfect condition for shaving.

	Per Dozen.
No. 850—½ inch, square point, full concave, extra thin for barbers' use, black rubber handle	$32.00
No. 800—⅝ inch, square point, full concave, extra thin for barbers' use, black rubber handle	32.00

BARBERS' TRUMP.



This razor is honed and stropped by us, and guaranteed to be in perfect condition for shaving.

	Per Dozen.
No. 805—½ inch, square point, full concave, oval black rubber handle	$25.50
No. 810—⅝ inch, square point, full concave, oval black rubber handle	25.50

Half dozen in a box.

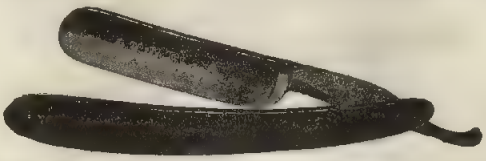
RAZORS.

+ FARWELL, OZMUN, KIRK & CO.

Gilt Edge razors are warranted by us to be a most dependable brand.

This razor is honed and stropped by us, and guaranteed to be in perfect condition for shaving.

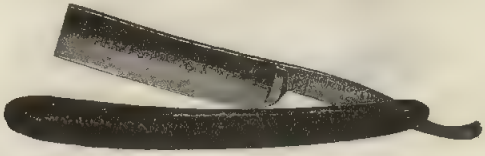
	Per Dozen.
No. 499—⅝ inch, square point, full concave, crocus polished, etched in gold, flat black rubber handle	$30.00
No. 499—½ inch, square point, full concave, crocus polished, etched in gold, flat black rubber handle	30.00
No. 499—⅝ inch, square point, full concave, crocus polished, etched in gold, flat black rubber handle	30.00
No. 499—¾ inch, square point, full concave, crocus polished, etched in gold, flat black rubber handle	30.00



This razor is honed and stropped by us, and guaranteed to be in perfect condition for shaving.

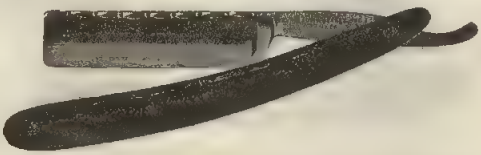
	Per Dozen.
No. 498—⅝ inch, round point, full concave, crocus polished, etched in gold, flat black rubber handle	$30.00

+ HENRY SEARS & SON. 1865. WARRANTED.



This razor is honed and stropped by us, and guaranteed to be in perfect condition for shaving.

	Per Dozen.
No. 895—⅝ inch, square point, full concave, round tang, crocus polished, etched, black rubber handle	$28.00



This razor is honed and stropped by us, and guaranteed to be in perfect condition for shaving.

	Per Dozen.
No. 645—⅝ inch, square point, full concave, fancy back, round tang, crocus polished, etched, black rubber handle	$32.00

Half dozen in a box.

MISCELLANEOUS PLANES.

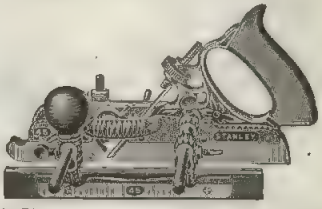
TRAUT'S ADJUSTABLE DADO, FILLETSTER, PLOW, ETC.

This tool is accompanied by eight Plow and Dado Bits (1/16, 1/4, 5/16, 3/8, 1/2, 5/8, 7/8 and 1 1/4 inch), a Filletster Cutter, a Slitting Blade and a Tonguing Tool. All (except the Slitting Blade) are secured in the main stock on a skew.

Each.

No. 46—Nickel plated, iron stock and fence, with 11 tools, bits, etc., weight 5 1/2 pounds.. . . . . $7.00

STANLEY'S ADJUSTABLE BEADING, RABBET AND MATCHING PLANE.



This Plane combines a main stock and a sliding section so arranged that cutters of different widths can be used. Each plane is fitted with an adjustable fence or guide and a depth gauge, and also with spurs for use in working across the grain. This plane can be used right or left hand.

This plane embraces (1) Beading and Center Beading plane; (2) Rabbet and Filletster; (3) Dado; (4) Plow; (5) Matching Plane; (6) Sash Plane; and (7) a superior Slitting Plane

Each plane has seven Beading Tools (1/8, 3/16, 1/4, 5/16, 3/8, 7/16 and 1/2 inch), ten Plow and Dado Bits (1/8, 3/16, 1/4, 5/16, 3/8, 7/16 1/2, 5/8, 3/4 and 7/8 inch), a Slitting Blade, a Tonguing Tool and a Sash Tool.

Each.

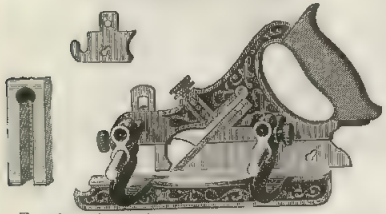
No. 45—Nickel plated, iron stock and fence, with 20 tools, bits, etc., weight 9 pounds.....$8.00

EXTRAS FOR No. 45 PLANES.

Each.

No. 45—Fence $1.50
No. 5—Nosing tool, 1 1/4 inch cutter..... .... 1.00

BULL-NOSE PLOW, FILLETSTER AND MATCHING PLANE.



Two interchangeable front parts go with this tool. The form shown is that of a bull-nose plow; and the cutter will easily work up to, and into a 1/4 inch hole, or any larger size—as in sash fitting, stair work, etc. With the other front on, it takes the ordinary form of a plow, and is adapted to all regular uses.

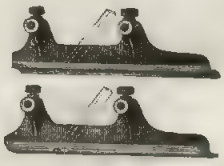
With each tool eight Plow bits (1/8, 3/16, 1/4, 5/16, 3/8, 7/16, 1/2 and 5/8 inch), a Filletster Cutter and a Slitting Blade are furnished; also a Tonguing Tool (1/4 inch).

Each.

No. 141—Nickel plated, iron stock and fence, with 11 tools, bits, etc., weight 5 pounds.....$7.00

HOLLOWS AND ROUNDS.

FOR NO. 45 PLANES.



These additional parts, for working hollows and rounds, can be attached to any No. 45 plane, but they are not included in the regular assortment of parts sent out with the plane.

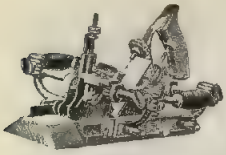
The full width of each cutter is indicated in the following list, and also the full diameter of the circle to which each cutter will work an arc. The numbers correspond with the regular lists of common hollows and rounds.

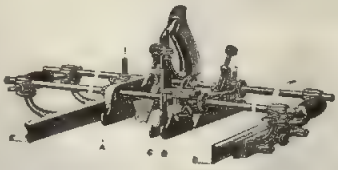
Nos.	6	8	10	12
Cutter, inches wide	1/2	5/8	3/4	1
Works circle, inches	3/4	1	1 1/4	1 1/2
Per Pair	$1.40	1.40	1.40	1.40

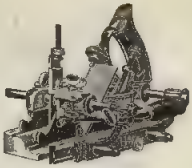
All above one in a box.

STANLEY FANCY PLANES.

UNIVERSAL.







This Plane consists of—

A Main Stock (A) with two sets of transverse sliding arms, a depth gauge (F) adjusted by a screw, and a Slitting Cutter with stop.

A Sliding Section (B) with a patent vertically adjustable bottom.

The Auxiliary Center Bottom (C) is to be placed in front of the Cutter, as an extra support, or stop, when needed. This bottom is adjustable both vertically and laterally.

Fences (D) and (E). Fence D has a lateral adjustment, by means of a screw, for extra fine work. The Fences can be used on either side of the Plane, and the rosewood guides can be tilted to any desired angle, up to 45°, by loosening the screws on the face. Fence E can be reversed for Center Beading wide boards.

An Adjustable Stop to be used in beading the edges of matched boards is inserted on the left hand side of Sliding Section (B).

This Plane takes the place of a full assortment of so-called "Fancy Planes." Each.

No. 55—Nickel plated, with 52 cutters, arranged in four separate cases and the entire outfit packed in a wooden box. Consists of a main stock, sliding section, auxiliary center bottom, two fences and an adjustable stop. Weight 14 pounds.....$16.00

ADJUSTABLE TONGUING AND GROOVING.

This plane has two separate cutters. When the guide, or fence, is set as shown, both cutters work, and a tongue can be made. The fence is hung on a pivot, and can be reversed end for end. This movement covers one of the cutters, and furnishes a guide for grooving an exact match for the tongue. Each.

No. 48—Nickel plated, iron stock and fence for ¾ to 1¼ inch boards, weight 3 lbs.....$2.50

COMBINED BEADING AND MATCHING.

This tool, for ordinary beading or for center beading, cannot be surpassed. By adjustment of the fence, center beading can be done up to five inches from the edge of a board. Except for working across the grain, the spurs need not be used.

No. 50—Nickel plated, iron stock and fence, with bits ⅛, 3/16 ¼, 5/16 ⅜, 7/16 and ½ inch, and one pair of ¼ inch matching tools, weight 3 pounds..... Each. $4.00

WOOD-WORKERS' HANDY ROUTER.

These tools will smooth the bottom of grooves, panels, or all depressions below the general surface of any woodwork, and will rapidly router out mortises for sash frame pulleys, etc.

OPEN THROAT. Each.

No. 71—Nickel plated stock, with attachment as shown, and ¼ inch and ½ inch steel bits, weight 2½ pounds.....$1.85

CLOSED THROAT. Each.

No. 71½—Nickel plated stock, with ¼ inch and ½ inch steel bits, weight 2½ lbs.....$1.50

Extra Cutters, ¼ and ½ inch.....$0.30

All above, one in a box.

Decoration Day Cycle Events

Buffalo's Successful Bicycle Run

The progressiveness and boldness of the Buffalo Cycle Trade Association was shown in its organization of the first bicycle road race of the season, held on Decoration Day. They offered an automobile as the first prize and a $600 piano as first time prize. The race was a handicap 25-mile run. A California man, Burton Downing, started from scratch and won the time prize, having covered the 25 miles in 1 hour 3 minutes on a Yale bicycle. J. Lyman, also Buffalo, won the $850 automobile. His time was 1 hour 6 minutes 53 seconds, and he had a handicap of 5 minutes 40 seconds. Rain had put the course in bad condition and it was still raining as the race was being run. Notwithstanding the inclemency of the weather, however, 7000 people viewed the race, which is the first since 1899. Out of 132 entries, 119 started.

Motor Cycle Hill-Climbing in New York

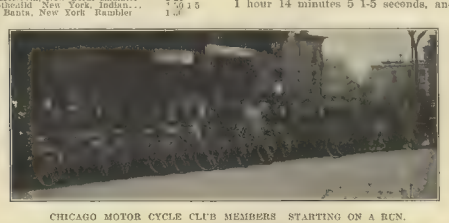
The New York Motor Cycle Club's hill-climbing contest on Fort George Hill on Decoration Day proved a great success, 19 motor cyclists participating. The best time, 59 4-5 seconds, was made by a boy who was disqualified because he used the machine of F. W. Rogers, another contestant, who won first prize. A. L. McMurtry's new timing device was used with fairly satisfactory results. The distance traversed is 2612 feet and the times made are given below:

F. W. Rogers, New York, Indian	1 00
G. H. Curtiss Hammondsport Motorcycles	1 02 4-5
H. Y. Bedell, Hackensack, Indian	1 05 1-5
G. Andes, New York, Indian	1 07 4-5
F. A. Baker, New York, Indian	1 10 2-5
G. B. Pieper, Brooklyn, Indian	1 11 3-5
G. N. Holden Springfield, Indian	1 12
C. Gustafson, Springfield, Indian	1 14
W. Jones, New York, Marsh	1 14
H. A. Gidesman, New York, Rambler	1 15 2-5
J. J. McNevin, New York, Rambler	1 24
S. Rothchild, New York, Indian	1 30 1-5
A. J. Banta, New York Rambler	1 [illegible]
R. G. Betts, New York, Indian	1 31 1-5
D. Bruce-Brown, New York, Rambler	1 [illegible]
M. E. Toepel, New York, Indian	1 [illegible]
F. W. Hornberger, New York, Marsh.	2 16 3-5

W. T. Marsh, of Brocton, Mass., rode a Marsh machine, but as the timing apparatus did not work right on his first trip, in which he claims to have done it in 55 seconds, a second trial was given him. After going 300 feet he was compelled to stop on account of a crowd of people standing across the speedway. A third trial was awarded him, when he made the ascent in 1 minute 1 1-5 seconds, but he was afterwards disqualified on the ground that a contestant should not be given three starts. Rogers, the winner of the first prize, made the ascent in 1 minute 3 3-15 seconds on the first trial, and was given a second trial because the timing apparatus was not working properly. On the second trip he made it in 1 minute flat.

The 1904 Irvington-Milburn

The Irvington-Milburn road race, the great annual event in cycling, this year brought out a larger crowd of spectators than for several seasons past. One hundred and twenty had entered the great race, but only seventy three started. The first man in was E. J. McCallum, of New York city, who had a handicap of 6 minutes, and finished the course in 1 hour 16 minutes 29 seconds on a Pierce bicycle. The time prize was won by A. Krohn, a scratch man, who last year won first place with a handicap of 5 minutes 30 seconds. His time this year was 1 hour 13 minutes 59 seconds. Few crack riders were in the race and it was almost a purely amateur affair. The times were fast for the road and weather conditions, although slow as compared with races of other years. The other time prize winners were E. Myers, 1 hour 13 minutes 59 3-5 seconds; W. Wilkins, 1 hour 13 minutes 59 4-5 seconds; J. Leon, 1 hour 14 minutes 5 1-5 seconds, and J. A.



CHICAGO MOTOR CYCLE CLUB MEMBERS STARTING ON A RUN.

This picture shows about half the members of the club about to start on one of their Sunday runs. One of these May 29 was a pronounced success. The trip was to Fort Sheridan and return, and the performances of the various machines was so uniformly good that it is suggested that motor cycles as a perfected machine, free from crudities and inherent defects. A strenuous test of their hill-climbing powers was the ascent of Hubbard Hill, which all mounted without trouble.

Cox, 1 hour 14 minutes, 5 2-5 seconds. Wilkine voluntarily started from scratch, although he was allowed 2 minutes 30 seconds by the handicapper. The affair was in charge of the Bay View Wheelmen, of Newark, N. J., under whose auspices it was held last year also. The times of the first 10 finishers in the order of their finish is given below:

Order of Finish.	Rider	Handicap m. s.	Net time h. m. s.
1—E. J.	McCallum.	6 00	1 16.29
2— A.	Davenport	1 00	1 16.31
3—C.	Whitman	4 00	1 14 35 1-5
4—F.	M. Van Inwegen . .	0 0	1 16 33 2-5
5—W.	Stech	6 00	1 16 33 2-5
6—T.	Smith	1 00	1 15 33 4-5
7—Charles	Hansen	4 30	1 15 04
8—C.	Dusel	6 00	1 16 34
9—H.	Rogers	5 00	1 16 04 1-5
10—G.	Faul	6 30	1 17 04 2-5

Decoration Day at Vailsburg

At the Vailsburg Track, on Decoration Day, Kramer and Lawson were pitted against each other in the final of a half-mile open race, the trial heats of which had been run off the day before, and also in a 5-mile handicap. 7500 people were present, the biggest crowd that has turned out this season.

A 21-mile bicycle road race was held at Portland, Oregon, on Decoration Day, and a 10-mile motor cycle race on the same day.

An eight-mile bicycle road race on Decoration Day at Bloomington, Ill., was witnessed by about 2000 spectators. The best time was 24 minutes 32 seconds.

A 20-mile bicycle road race was held at Reading, Pa., on Decoration Day. The prize list included a Reading Standard bicycle. The time prize winner made the course in 1 hour, 2 minutes, 14 seconds.

On Decoration Day was run the annual 25-mile bicycle road race from Chicago to Evanston and return. Forty-one started and thirty-four finished, the winner being Oscar Koeppe, whose time was 1 hour 9 minutes 58 seconds, handicap 3 minutes. H. Hultgren won the first time prize, time, 1 hour 8 minutes, 16 seconds.

Ninety-eight contestants took part in a 14 mile bicycle road race at Indianapolis, Ind., on Decoration Day, while thousands viewed the race. Nine high grade bicycles were included in the list of time and place prizes. Only two men started in a five-mile motor cycle race on the same day, the slippery roads scaring off the other three entries.

Baltimore bicyclists held a 10-mile "revival" run on Decoration Day, which was a very successful event. Three thousand spectators watched the forty-seven participants. Robert Sunnklin, who had a handicap of 2 minutes 30 seconds, finished first and also won the time prize, his time being 30 minutes 25 seconds. The prize for both time and place was a bicycle. His winning of the time prize was due to an accident to the two scratch men.

50-Mile Motor Cycle Road Race at Buffalo

Buffalo Motor Cycle Club's annual road race was run Saturday, June 11. The course covered 50 miles, and the first man to finish was A. S. Noonan, the well known manufacturer, of Rome, N. Y., who completed the run in 1 hour, 11½ minutes on an Indian 1¾ H. P. machine. Below we give the times of all the finishers.

Rider	Machine	Time
Noonan . .	Indian . .	1 11.30
Hecker . .	Thomas . .	1 14.30
Roessler . .	Thomas . .	1 21.45
Dennison. .	Thomas . .	1 22.15
Krigbaum . .	Thomas . .	1 28.30
Bial . .	Indian . .	1 29.50
Salsman . .	Thomas . .	1 30.20
Eckhart . .	Indian . .	2 01.45
Chadenaire . .	Thomas . .	2.11.30

Toledo Cycle Dealers Enthused

The Toledo, Ohio, dealers have organized under the title of Toledo Bicycle Dealers' Association, with 35 members, including almost every dealer in the town. Mr. E. P. Hubbell, general manager of the National Cement and Rubber Manufacturing Co., writes us that this resulted from the reading of articles in our recent issues, telling of the activity in the trade generally throughout the country.

The object of this association is to encourage and stimulate interest in the bicycle and its advantages. The officers are:

Ray Samberg, President.
E. J. Birkencamp, First Vice President.
J. G. Swindeman, Second Vice President.
J. A. Atwell, Secretary.
Leo Schoell, Treasurer.

Besides getting the dealers together and enthusing them by having meetings every Tuesday night, they have decided to get up track races for both motor bicycles and bicycles. They had a road race on June 4, which was attended by 2500 people and was a grand success.

And in addition to the Dealers' Association, they decided to organize a bicycle club and have runs same as in the old days, and the club was formed by getting all the dealers to join same. They already have 50 members, and have no doubt but what there will be 100 in a few weeks. The following officers were elected:

Mr. E. P. Hubbell, National Cement & Rubber Co., President.
Mr. F. E. Southard, Toledo Metal Wheel Co., Vice President.
Ezra Kirk, Consolidated Manufacturing Co., Second Vice President.
J. A. Atwell, Secretary.
F. B. Test, Treasurer.

The club will be known as the Toledo Cycle & Motor Club, and have rented the Burns Curling Club for the season.

As the club is made up of both motor bicycle riders and pedal bicycle riders, there are two sets of road officers.

Forty-six of the one hundred motor cars of Binghamton, N. Y., turned out in parade one evening during the latter part of May.

Motor Cycle Endurance Run Plans

The program for the six-days contest of motor cycles has been completed by the Federation of American Motor Cyclists, who will have charge of the events this year. July 2 and 3 will be devoted to a run from New York to Albany and return, one day being devoted to the out trip and the other to the return trip. On the up trip the route will be along the east shore of the Hudson River, and in returning the west shore will be traversed. On the 4th a 3-pint economy test will be held, and the program for the 5th includes hill-climbing, starting, stopping and slow-running trials.

The endurance run to Cambridge, Md., will commence July 6, when the contestants will go to Wilmington, Del., via New Brunswick, Trenton and Philadelphia. The balance of the trip will be made on July 7, and the annual meet of the F. A. M. will be held July 8 and 9 at Cambridge. This will include track events, a smoker, runs and excursions and the annual election of officers.

There will be three classes of awards. The first class will include prizes to those who participate in the events of July 2, 3, 4 and 5, second class, those awarded to participants in the events of July, 5, 6 and 7; and the third class those awarded to participants in all events. In the third class will be included the grand prize, which is a diamond medal. The entry fee in the diamond medal class is $5, and in the other classes $3. For those who desire to tour to Cambridge a slow section will leave New York at noon July 5

The track races will be held at Hambrooks Driving Park, Cambridge, July 9, on a half-mile oval. The entry fee is $1 for the first event and $.50 for all events. The program includes a 2-mile novice, 5-mile handicap, 10-mile team race for teams of three using single-cylinder machines, 3-mile handicap for F. A. M. members, 5-mile pursuit race for single-cylinder machines, 1 pint gasoline economy test, trial for track record for 1-cylinder machines, trial for track record, open, and a one-hour record trial. The first seven events will be for gold, silver and bronze medals and valuable merchandise, the eighth for a stop watch, the ninth for a medal and the tenth for a gold medal. Entries close with Hubert H. Wright, Cambridge, Md., July 5.

The events of July 2-7 are open only to motor cycles of not over 5 H. P., equipped for pedal propulsion.

The Buffalo Cycle Dealers' Association will hold another road race on July 4, similar to the Decoration Day run. The prize list includes a $600 piano and an Indian motor cycle, besides several pedal cycles.

Tom Cooper took part in a 25-mile bicycle road race at Detroit, Mich., on Saturday, June 4, the race having been postponed from Decoration Day. George Wiley, time prize winner, made a new record of 1 hour 2 minutes 31 seconds for the 25 miles.

National Cycle Trade Association

The National Cycle Trade Association held its third annual meeting on June 22, 23 and 24 at the Cosmopolitan Hotel, New York. On June 22, a meeting of the Executive Committee was held at 10 A. M., meeting of active members, 12 o'clock; joint meeting of jobbers and manufacturers, 3 P. M. June 23, meetings of Committees Dinner at Cafe Martin, 5.30 P. M., and theatre party at Broadway Theatre, 8 P. M.; June 24, final meeting of active members, 4.30 P. M., and in the evening an excursion to Coney Island

Resolutions were presented and adopted, That manufacturers should give jobbers the same dating on spring orders that jobbers usually have to extend to their customers; That jobbers' prices should be extended to jobbers only; That a Classification Committee of 18, composed of three bicycle manufacturers, three coaster brake manufacturers, three tire manufacturers, seven jobbers and the president and secretary-treasurer of the N. C. T. A. be appointed by the president to formulate a list of those entitled to jobbers' prices; 10 votes being necessary to place any name on the list; That catalogues, price lists or other advertising matter reaching the rider should not quote net trade prices

Manufacturers were requested to continue the system of restricting jobbers to sell at fixed prices.

C. L. Kelsey was elected President, succeeding C. W. Leng; G. T. Robie vice president, Bruce Hayden second vice president, Chas T. Turner third vice president, C. J. Schmelzer fourth vice president; A. M. Scheffey secretary-treasurer.

Fisk Rubber Co., Chicopee Falls, Mass., have granted a license under the patents covering Fisk Tires to the Gutta Percha Rubber & Mfg. Co., of Toronto, Canada.

At the Charles River Park track, Cambridge, Mass., Robert Walthour did some fast riding in a 30-mile motor-paced bicycle race on the night of May 31. In the 15th mile he made a new world's record for a mile in competition, his time being 1.06 1-5. He rode four miles in 1.07 each and 8 other miles in 1.06 4-5 each. The 30 miles were covered in 35.15 4 5.

By the election of a complete set of officers, the Buffalo Cycle Trade Association, of Buffalo, N. Y., completed its organization on April 26. The officers are: President, Thomas Keenan; vice president, J. A. Worthington; secretary, D. H. Lewis; treasurer, E. C. Bull; executive committee, John Henry, A. J. Nabinger, J. A. Cramer, P. W. Eigner and Charles Haberer.

The Metropole Cycling Club's annual coasting contest, held June 11, was a great success, 115 contestants taking part. Paul Soderstrom coasted 3285 ft. 6 inches on a Cleveland; Thomas Wack, 3274 feet, on a Columbia, and W. J. Cox 3261 feet 2 in. on a machine of his own make. All these machines had fixed gears. Mrs. D. McCarthy won in the ladies' class, coasting 2781 ft. 6 in. on a Rambler.

The Principles of Automatic Carburation and the Chenard & Walcker Carburetor

A Translation from an Original Article in French, by Henri Walcker.

It might not, perhaps, be out of place, before describing my carburetor to consider the few simple laws governing carburation. We will for this purpose confine ourselves to the float-feed spray type. What are the principal components of the modern carburetor? A vessel into which the gasoline is drawn by the suction of the motor, and the subsequently volatized and mixed with the air, which, combined in suitable proportions, forms the explosive mixture. How, then, is the correct proportion of gasoline and air to be arrived at, i. e., how is perfect carburation obtained? To commence with, the air inlet is made of larger diameter, whilst the gasoline spray is of considerably smaller proportions. When the motor commences to induce the charge of air this air is bound to draw with it a certain proportion of gasoline vapor. It therefore becomes necessary to increase the area of the air passage in ratio to the demands of the engine; otherwise the induction will be literally throttled, and the motor, taking in an insufficient charge for its requirements, would not develop its maximum power and would, in fact, become an "anæmic engine."

It follows, therefore, that the speed of the air in the carburetor will decrease in proportion to the speed of the engine. As already mentioned, this current of air will absorb a certain quantity of gasoline vapor. Let us, for argument's sake, imagine for the moment that we have perfect carburation. What happens if we increase the speed of the motor? It is a well-known fact that carburation must perforce change, and that it will be necessary by means of some device to introduce an additional quantity of air to insure perfect results. Practice has taught us this.

As the motor increases its speed and its suction the pulsations become more intense, and it draws in more rapidly the bulk of air situated at the moment above the valve. The volume becomes more rarified; its molecules tend to dilate in the same manner as smoke rising from a chimney is affected by the action of the wind; its density decreases. This is what is meant when it is said that the suction increases. But the gasoline, which, by reason of this increased suction has flowed in greater proportion, owing to its being a liquid and incapable of compression or expansion, has retained its density. We have consequently too rich a mixture. This is one reason why, if we again desire to establish perfect carburation, it is necessary to introduce an additional quantity of air. But this is not, however, the only reason, for there is a second one, probably of greater importance. This concerns the inertia of the jet of liquid. The gasoline motor draws in its charge intermittently. Suction is only one of the four periods which form the complete cycle. After the first period the induction valve closes abruptly, instantly arresting the air current, which impinges against the obstacle, barring its progress, without further affecting the working of the motor. But will the gasoline cease flowing as abruptly? The answer is obviously in the negative. In consequence of its inertia the spray, which has already attained a certain velocity, and which enters by a different channel from that of the air, whilst differing from the latter in not being closed absolutely by a valve, will continue to flow for a period before gradually stopping, for the static reasons given. We therefore have in each pulsation an excess of gasoline, which must be corrected by additional air. The air must be augmented as the speed of the motor increases, since the inertia of the jet will be increased by reason of this extra speed. For precisely the same reasons, if the speed of the motor is decreased, it will be necessary to gradually close the auxiliary air inlet until it is closed entirely. It will even be necessary to go beyond this, when the motor is running at very low speeds, for a third reason, as follows: Since the gasoline is situated at the bottom of a small jet, comparatively shallow, yet of appreciable depth, it results that the current of air must be of sufficient velocity to produce the necessary suction for raising the gasoline to the required height.

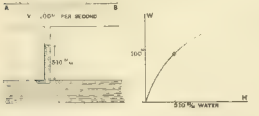
If it is desired to drive the motor very slowly it will be imperative, for the reasons given above, to diminish, and eventually to entirely close, the auxiliary air supply, in order to maintain the carburation in working proportions. But a time will come eventually when the sectional air passage, which has already been reduced to its minimum, will still be too large to produce sufficient suction to raise the gasoline, and then, the motor drawing nothing but air, the required explosion will not take place. It will therefore be imperative, in order to prevent the motor from stopping, to increase its speed, so as to augment the velocity of the air current, unless another means be available, which may be automatic or controlled by the driver, by which the area of the air passage can be reduced for the purpose of inducing greater suction on the jet.

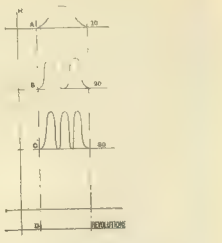
From the foregoing elementary remarks, which I have endeavored to make as clear as possible, it will be gathered that perfect carburation—that is to say, the proper dispensation of the explosive mixture—is entirely dependent on the suction produced in the carburetor. If, therefore, it be possible to produce a constant unit of suction, the supply of mixture will be constant, and the carburation will consequently always be perfect.

It will already have been perceived that the suction produced by the motor in the car-

buretor is continually varying in relation to the speed of the engine. When, then, is the exact co-efficient at any given speed?

The suction introduces a current of air, which circulates with a certain speed, increasing in proportion as the suction augments. The accompanying curve will show immedi





ately, by means of a simple formula, the value of the suction producing a pre-determined current of air. It will thus be seen that a vacuum of 510 mm. of water corresponds to a speed of gas of 100 m. per second, or vice versa; that is to say, supposing a current of air passes through the tube (A B) at a speed of 100 m. per second, the suction which induces it would be sufficient to raise a column of water to a height of 510 mm.

We thus find, by means of a simple geometrical rule, and without the aid of any complicated calculations, the speed of air which corresponds to a given suction, and vice versa. The speed of the current of air is, moreover, very easily ascertained, as it is, in fact, equal to the piston speed multiplied by the relation of the piston area to the opening of the carburetor. We shall, therefore, obtain the average suction in the carburetor by the knowledge of the mean speed of the piston, and the mean variation of the suction by the number of revolutions of the motor, which will be represented by a curve similar to the preceding one.

We replace W, the speed of air, by T, the number of revolutions; that is to say, each air-speed corresponds to a certain speed of the motor. We shall therefore be able to ascertain the particular suction by the knowledge of the speed of the piston at any given moment. As a matter of fact, at the commencement of the suction stroke the current of air is zero, consequently the suction is zero, and subsequently they cross, until such time as the piston shall have attained its maximum speed, and at that moment they themselves attain their maximum speed. The piston subsequently slows down to zero, the suction is reduced similarly, and the diagram showing this suction is represented by the curve A.

Should the speed of the motor be doubled or trebled, the suction increases proportionately, and the same procedure takes place in periods of half or one-third duration, as shown in curves B and C. It will therefore be immediately apparent that the working of the Chenard and Walcker patent carburetor, embodying the principle of constant suction, will be represented by the plotted diagram, showing a line in the horizontal plane (D), instead of by a diagram showing the wave motion, which varies with the speed of the engine.

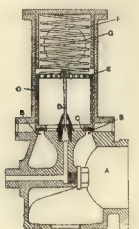
By this means all carburetor troubles consequent upon varying suction, already explained and hitherto encountered, would appear to be overcome.

This carburetor might just as well be described as a carburetor ensuring a constant velocity of gas, for the two expressions are connected indissolubly with one another, for a constant suction corresponds to a constant speed. Therefore, in order to effectively employ a variable charge it will obviously be necessary to vary the section of the air passage in exact proportion to the amount of the charge. The speed of the gases, however, will always remain constant. In short, in order not to alter the carburation the sections of the air and gasoline inlets should always remain in the same relation to one another; that is to say, that the section of the gasoline inlet should vary proportionately to the delivery of mixture, since the carburation is always produced under identical conditions. If the motor absorbs two or three times as much mixture the section of the air and gasoline passages must be automatically doubled or trebled, in order to insure perfect carburation and a constant unit of suction.

Let us see how simply this hitherto unconquered problem is solved. The air inlet is closed by a flat-seated valve, the gasoline inlet is mechanically closed by a centrally situated conical needle, the needle is an integral part of the valve, and lifts with it, inasmuch as if the air section be doubled by the rising of the valve the gasoline orifice is likewise doubled, and so on. In other words, the relation of the air and gasoline orifices to one another always remains the same, in order to insure the constant carburation, under the influence of the constant vacuum or suction. How, then, is a constant vacuum or suction obtained? The valve above referred to is always endeavoring to close, under the pressure of a spring, the tension of which is practically constant for all gradations of the lift of the valve. In order that the valve may lift off its seat it is necessary that the suction should equal the tension of the spring.

It will consequently be obvious that if the delivery increases, the suction tends to increase, and exceeds the power of the spring; the valve lifts consequently higher to allow greater passage for the discharge, and automatically decreases the suction of vacuum. The same applies—only inversely—if the delivery is reduced.

Thus it will be seen that the suction is practically constant, whereas in most carburetors it varies frequently, as much as 1 in 10,000, whilst in the Chenard and Walcker the utmost variation has been calculated at from 28 to 32 centimetres of water. The obvious advantage of this constant suction or vacuum assures at all times a perfect mixture, for the spray is always produced with the same velocity, the jet always attains the same height (40 centimetres atmospheric pressure), but the diameter of the jet is greater or less according to the demands made by the motor. The impact of this powerful jet against the perforated disc insures complete atomizing and contributes to perfect pulverization, especially at very low speeds of the motor. The valve, consequently, literally follows the movement of the piston. It regulates the carburation for all piston speeds during the same suction stroke, it commences to lift off its seat at the moment when the piston commences to draw in a charge, it reaches its maximum lift when the motor attains its maximum piston speed, and closes at the end of the stroke, thus reducing down to zero the diameter of the jet of liquid of which the inertia is nullified, since the closing of the gasoline is absolute and simultaneous with that of the air.



The C and W Carburetter
A, air inlet
B B, annular air passage closed by the valve C
C, air valve
D, conical needle
E, perforated atomising disc
F, constant tension spring
G, orifice through which the mixture passes into the motor

The accompanying illustration represents the carburetor, of which the level is regulated by an ordinary float.

And now as to the practical result of the adaptation of this carburetor to the well-known Chenard and Walcker motor, fitted with the patented mechanically operated induction valves, which, by means of special cams, invariably lift to their fullest extent, but, unlike all other systems, are governed, not according to the amount, but according to the period of their lift.

In consequence of the mixture being, by means of this carburetor, perfect at all times, the engine will give its full power per impulse at all motor speeds, and thus it is possible to run the 18 H. P. Chenard and Walcker car—which is capable of a speed of fifty miles an hour on the level—at two and a half miles per hour through traffic, or, in other words, at a foot pace, without touching the ignition or throttling the engine; and at the same time, within its own length, by merely touching a pedal, the car can be made to travel at anything up to its maximum speed.

The engine is so flexible that it is never necessary to slip the clutch, either for running slowly or turning corners.

If a further proof of the efficiency of this carburetor be required it may be mentioned that it is possible to drive this car up a steep hill, up which it is capable of driving on the top gear at twenty miles an hour, at any lesser speed at will by simply altering the position of the cam in relation to the induction valve spindle, which is the only method of governing employed on the car.

The carburetor has no gas or air taps, being entirely automatic, and it is claimed that the engine can always be started from cold by a quarter turn, thus the existence of the carburetor can at all times be entirely ignored.

Having no mechanical complications, and depending merely on the laws of nature, there are no parts to wear out and nothing to go wrong.

The Hayes Finger Switch

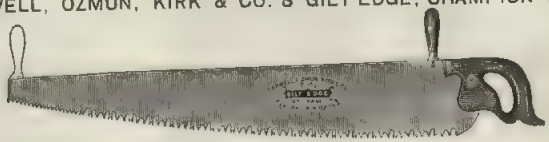
A neat handlebar finger switch, to take the place of the switch handle, has been designed by Mr. Hayes, of the Empire Motor Support Company, Automobilia, Oxford

The Hayes Finger Switch

street, London, W., England. A touch on the spoon handle breaks the contact, as shown in the illustration. To make connection the head of the spring bar is pressed, when the spoon at once drops back on to the screw.

ONE MAN CROSS-CUT SAWS.

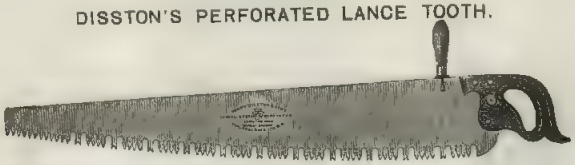
+FARWELL, OZMUN, KIRK & CO.'S GILT EDGE, CHAMPION TOOTH,



Crucible cast steel, beech handle, polished edges three brass screws, supplementary handle.

Length, feet	3½	4	4½	5
Each	$3.00	3.50	4.00	4.50

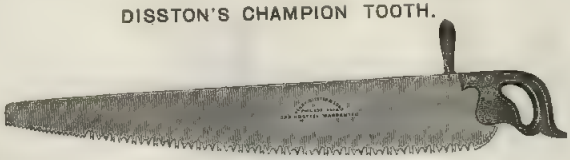
DISSTON'S PERFORATED LANCE TOOTH.



No. 2—With supplementary handle.

Length, feet	3	3½	4	4½	5
Each	$2.25	2.85	3.25	3.65	4.10

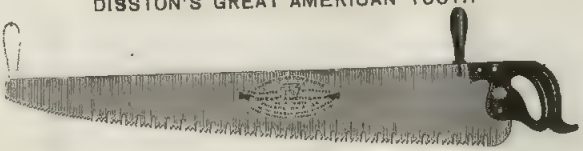
DISSTON'S CHAMPION TOOTH.



No. 2—With supplementary handle

Length, feet	3	3½	4	4½	5
Each	$2.25	2.60	3.00	3.35	3.70

DISSTON'S GREAT AMERICAN TOOTH



With supplementary handle.

Length, feet	3	3½	4	4½	5
Each	$2.55	2.85	3.25	3.65	4.10

Average weight, 1 to 1½ pounds to the foot.
Only sizes listed carried in stock.

CROSS-CUT SAWS.

+FARWELL, OZMUN, KIRK & CO.'S GILT EDGE, CHAMPION TOOTH.

No. 1—Best crucible cast steel, fully warranted, extra thin back, ground four gauges thinner on the back than on the teeth.

Length, feet	5	5½	6	6½	7
Each	$3.00	3.30	3.60	3.90	4.20

No. 2—Thin back, ground two gauges thinner on the back than on the teeth

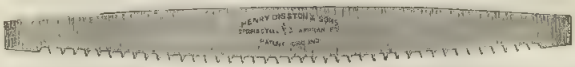
Length, feet	5	5½	6	6½	7
Each	$2.70	3.00	3.20	3.50	3.80

+SPECIAL GILT EDGE FALLING.

Extra crucible cast steel, four gauges thinner on the back than on the teeth Width at ends 3 in Width at center, 6 in

Length, feet	5½	6	6½
Each	$3.30	3.60	3.90

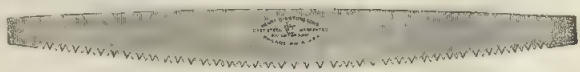
DISSTON'S PLAIN TOOTH.



No. 2—Thin back, ground two gauges thinner on the back than on the teeth.

Length, feet	4½	5	5½	6
Each	$2.61	2.90	3.19	3.48

DISSTON'S TENON TOOTH.



No. 2—Thin back, ground two gauges thinner on the back than on the teeth.

Length, feet	4	5	5½	6
Each	$2.32	2.90	3.19	3.48

Average weight, 1 to 1⅛ pounds to the foot.
Only sizes listed, carried in stock.

NARROW CROSS-CUT SAWS.

WITHOUT HANDLES.

+RIVERSIDE TOOL CO.'S CHAMPION TOOTH.

Length, feet.	5	5½	6	6½	7
Each	$1.50	1.65	1.80	1.95	2.10

DISSTON'S TRIUMPH CHAMPION TOOTH.

Length, feet.	5	5½	6	6½	7
Each	$1.80	1.98	2.16	2.34	2.52

Average weight, 1 to 1¼ pounds to the foot.

CROSS-CUT SAW HANDLES.

No. 11—One man cross-cut, beech . . . . . Per Dozen. $3.75

Weight per dozen, 6 pounds.
Half dozen in a package.

No. 12—One man supplementary . . . . . Per Dozen. $2.00

Weight per dozen, 2 pounds.
One dozen in a package.

Excelsior—Loop . . . . . Per Pair. $0.25

Weight per pair, 1⅛ pounds

Climax pattern . . . . . Per Pair. $0.35

Weight per pair, 1¾ pounds.

No. 1—Atkins pattern, steel loop, malleable iron cup . . . . . Per Pair. $0.40

Weight per pair, 2¼ pounds.

No. 7—Wheeler, Madden & Clemson's pattern, adjustable . . . . . Per Pair. $0.60

Weight per pair, 2½ pounds

No. 14—Simonds Pattern Loop extra heavy, malleable iron bell ferrule, japanned, hardwood handle, varnished, wrought iron bolt runs through handle, on to which the loop is fastened . . . . . Per Pair. $0.65

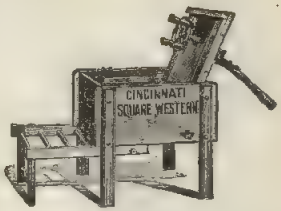
Weight per pair, 1½ pounds.

In bulk.

WASHING MACHINES.

CINCINNATI, SQUARE WESTERN.

Closed view.



Open view.

The construction and finish of this machine cannot be excelled. For durability and serviceability it has no equal. It operates much easier than ordinary square washers, as it has machine-fitted castings and steel bearings. Castings are also heavier, so as to prevent the usual great percentage of breakage of castings such as experienced with other cheap square washers. Has malleable iron dasher, heavily galvanized, and wood pins are securely fastened to same. Notice that it has sliding rack or stand for tub or basket. When the machine is not in use, this rack, if desired, can be shoved under the machine and entirely out of the way (see closed cut).

Each.

No. 2—Family size, height to top, 26 inches; inside measurement: height, 10 inches; width, 18 inches; length, 23 inches; weight crated, 62 pounds..... $4.50

No. 3—Hotel size, height to top, 26 inches; inside measurement, height, 11 inches; width, 19½ inches; length, 25½ inches; weight crated, 68 pounds..... 5.00

One in a crate.

UNEEDA, AMERICAN ROUND.

Closed view.

Open view.

Is superior to other round American washers for the following reasons: It has a special wringer board bolted to the tub, which allows the attaching of a 12-inch roll wringer, where on other washing machine tubs provisions are made for but a 10-inch wringer. The castings are machine-fitted and steel bearings, so it requires but very little labor to operate it. The castings are also heavier, so as to prevent the usual great percentage of breakage of castings such as is experienced with other cheap round washers. The dasher is of malleable iron heavily galvanized, and the pins are securely fastened to same

The lid hinges are interlocking, so there are no bolts or screws to manipulate, and no other tools are required than one's hands in setting up the machine.

The tub is of best grade of Louisiana cypress lumber.

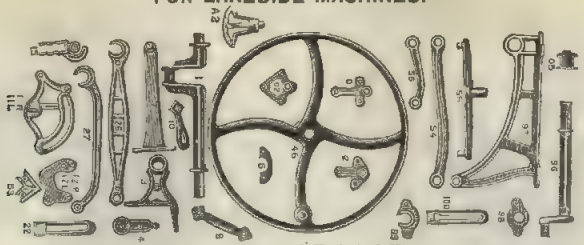
Each.

No. 22—Height to top of tub, 32 inches; height of tub inside, 11 inches, diameter, 24 inches; weight crated, 85 pounds. $4.50

One in a crate.

WASHING MACHINE PARTS.

FOR LAKESIDE MACHINES.



Order by Number and Technical Name

No.		Each.	Postage Additio'l
0	Lower cylinder pin	$0.15	$0.03
1*	Shaft (ext.)	.35	.35
2*	Shaft (ext.)	.40	.46
5	Shaft (ext.)	.50	.51
2	Upper cylinder pin	.15	.04
D2	Upper cylinder pin	.15	.04
3*	Shaft bracket (ext)	.25	.16
4	Caster	.18	.04
05	Boxing	.15	.02
6	Spout	.15	.02
7	Center post	.25	.14
9	Handle, iron (small)	.15	.04
10	Wrench	.15	.02
11R*	Side hinge (R)	.22	.06
11L*	Side hinge (L)	.22	.06
12R*	Side hook (R)	.22	.03
12L*	Side hook (L)	$0.22	$0.03
15*	Cylinder hook	.22	.05
22*	Slide (in top sides)	.21	.07
26	Pitman rod (ext.)	.35	.11
27*	Connecting lever (ext.)	.30	.09
46	Hand wheel (not mallable), 8½ lbs.	.85	
53	Corner iron	.15	.02
54	Horizontal lever (int.)	.29	.09
55	Oscillating lever (int.)	.38	.13
56	Lower cylinder lever	.18	.04
96*	Crank shaft (int.)	.35	.28
105	Crank shaft (int.)	.35	.29
109	Crank shaft (int.)	.35	.30
97*	Bearing bracket (int.)	.65	.49
98	End bearing in top	.15	.04
99	End thrust cap	.15	.03
100	Center board slide	.21	.07

FOR UNEEDA ROUND AND CINCINNATI SQUARE MACHINES.

Order by Number and Technical Name.

No		Each	Postage Additio'l
9	Handle, iron	$0.15	$0.04
90	Leg holder (large)	.30	.12
91	Handle	.15	.05
92	Handle plate	.15	.05
93	Spout	.15	.05
94	Lid lock	.09	.01
95B	Hinge (new style)	.15	.04
95C	Hinge (new style)	.15	.04
101R	Wringer rail bracket	.20	.07
102L	Wringer rail bracket	.20	.07
103	Dasher	.40	.32
116	Dasher stem and shaft	.30	.28
118	Wood lever	.15	.06
131*	Large wheel	.75	.60
132*	Housing	.40	.45
133*	Back brace	.30	.22
134*	Small wheel	.25	.22
135*	Wheel lock	.15	.07

*Carried in stock, other parts shipped direct from factory

WASHING MACHINES.

ROYAL.

Four stroke rotary

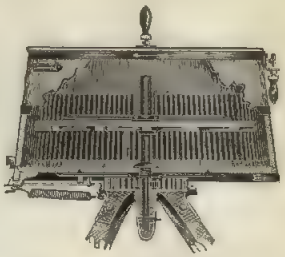
The latest and best high speed, ball gearing, runs light, positively noiseless. We claim this the best machine on the market. The wheel may be turned in either direction and the pin wheel or dasher will automatically turn the clothes back and forth and plunge them up and down through the soap suds. The Royal positively has no lost motion, and reverses four times to every three turns of the balance wheel, and washes twice as fast as other old style rotaries that only turn the clothes back and forth, and stands still while reversing.

Each.

No. 102—Royal, height to top of tub 28 inches, height of tub inside 12 inches, diameter 24 inches, galvanized castings, wood dasher, weight crated, 90 lbs. $10.00

One in a crate.

FAWKES.



Double action.

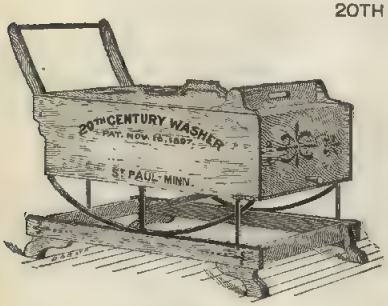
Substantially built, mechanically right, simple, durable and reliable. No pounding of the machine, no pinions or sliding cylinders running up and down a center pole, which always causes lost motion. The centrifugal force in this washer forces the clothes out against the corrugated sides, prevents wrapping on the pin block and causing quick action in removing dirt.

Each.

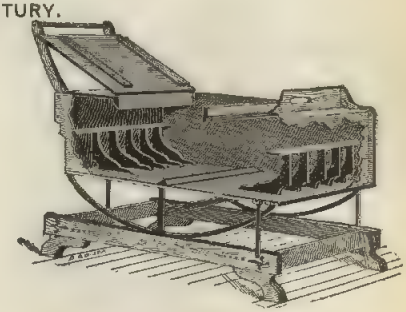
Fawkes—Height to top of tub 30 inches, height of tub inside 10 inches, diameter 24 inches, galvanized castings, wood dasher, weight crated, 70 pounds $8.00

One in a crate.

20TH CENTURY.



Closed.



Open.

Made of first-class pine, galvanized and japanned castings, strong, durable and very satisfactory.

Each.

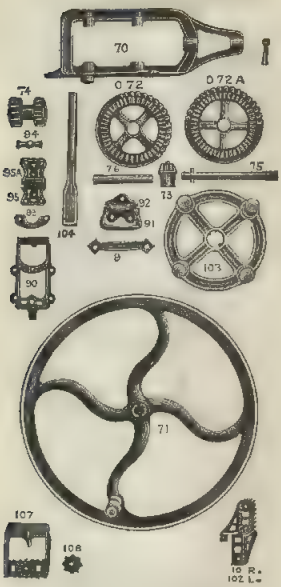
No. 1—Twentieth Century, height to top of tub 30 inches, width 22 inches, length 3 feet, capacity 15 to 20 pieces, weight crated, 80 pounds. . . . . $ 9.00

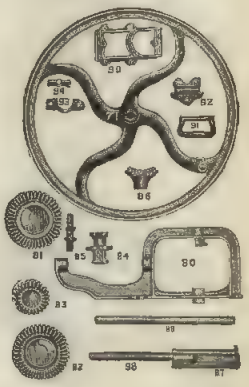
No. 2—Twentieth Century, height to top of tub 34 inches, width 28 inches, length 3 feet, capacity 25 to 30 pieces, weight crated, 100 pounds. 17.00

One in a crate.

WASHING MACHINE PARTS.

FOR RIVERSIDE MACHINES.





Order by Number and Technical Name.

No.		Each	Postage Additional
9	Handle, iron (small)	$0.15	$0.04
70*	Housing or frame (not mailable)	.75	
71*	Hand wheel (not mailable)	1.75	
072*	Top gear wheel	.35	.38
072A*	Bottom gear wheel	.35	.37
73*	Bevel pinion	.21	.07
74*	Dasher pinion	.30	.21
75	Horizontal shaft	.35	.12
76	Vertical shaft	.30	.07
90	Leg holder (large)	.30	.12
91	Handle	.15	.05
92	Handle plate	.15	.04
93	Spout	.15	.02
94	Lid lock	.12	.01
95	Hinge (new style)	.15	.02
95A	Hinge (new style)	.15	.02

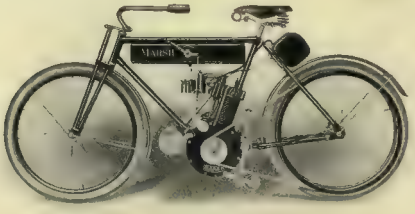
No.		Each	Postage Additional
101R	Wringer rail bracket	$0.22	$0.07
102L	Wringer rail bracket	.22	.07
103	Dasher	.40	.32
104	Dasher shaft	.40	.38
107	Leg holder (small)	.21	
108	Washer for leg holder	.12	.01
80*	Gear frame (not mailable)	.85	
81*	Bottom gears	.30	.27
82*	Top gears	.30	.23
83*	Pinion	.18	.14
84	Clutch jaw	.25	.16
85*	Dog	.15	.04
86	Fly	.15	.06
87	Paddle	.35	.19
88	Horizontal shaft	.22	.18
89	Vertical shaft	.20	.12

*Carried in stock, other parts shipped direct from factory

HERE IS THE MOST

Startling Motor Cycle

PROPOSITION EVER MADE



THE 1904 **MARSH** $125.00

and **$3300.00** Free in Valuable Prizes to Hustling Agents.

READ NEXT THREE PAGES

MARSH Motor Cycle

NEVER BEFORE

in the history of the motor cycle has such a startling proposition been made—it is simply astonishing, and yet there is a most excellent reason for this marvelous offer.

FACILITIES

have enabled us to reduce the cost of production. The advantage is given to the buyer, because we know that at a popular price like $125.00 the motor cycle will come into universal favor. The increased demand will allow all makers of motor cycles to manufacture in larger quantities and eventually meet our price. This alone will boom the industry, so our move in starting the low price rolling will result in building up the motor cycle business in America. Are you with us?

OUR FACTORY

is the best equipped one in the United States, turning out every part on special machines. All parts are made in our own factory. This is not true of most so-called manufacturers who only assemble parts made by other firms. Our method means a saving in the cost of production and better results from a mechanical standpoint. Because of this fact we have been able to make the best and fastest motor cycle and sell it at the lowest price.

AGENTS

our proposition will let you sell motor cycles. Our machine is, as you know, A1 and is not at equaled any price. The new list of $125.00 will give you a chance to make sales and our prize offer is an inducement for you to hustle.

READ FULL DETAILS OF OUR PRIZE OFFER ON NEXT PAGE

MARSH MOTOR CYCLE

The Great Prize Offer To Hustling Agents

Both as an inducement and a reward to our agents who devote their time and energy to make the **MARSH MOTOR CYCLE** popular in their city, we offer the most valuable line of prizes ever known in the industry.

No. 1. A magnificent, four cylinder, vertical, air cooled, 20 H. P. Touring Car, with bevel gear drive, two speeds and reverse. Value, $1650.

No. 2. A Gasoline Runabout, for two persons. Value, $650.

No. 3. A 6 H. P. Motor Boat, 20 ft. long. Value, $400.

No. 4. A Special Marsh Motor Cycle, finished in the most lavish manner, having every part nickel plated, and with tandem attachment. Value, $200.

No. 5. A Marsh Motor Cycle with tandem attachment, regular finish. Value, $150.

No. 6. A Marsh Motor Cycle, regular equipment. Value, $125.

No. 7. A Marsh Motor Cycle, regular equipment. Value, $125.

CONDITIONS

The agent must be our accredited representative. No other condition is necessary to enter the contest. To the agent selling the most 1904 motor cycles from July 1st to December 1st, 1904, will be awarded the first prize. The agent selling the next largest number will get the second prize, and so on, until the seven prizes have been awarded. The jury on prize awards will be the members of the company publishing the Cycle and Automobile Trade Journal, but our books are open to investigation by any of our agents.

Read Next Page to get a few Pointers about the Marsh Motor Cycle

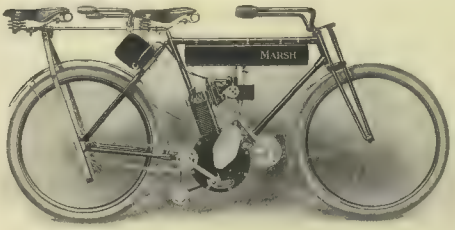
A FEW WORDS ABOUT THE

MARSH MOTOR CYCLE

the strongest, safest and speediest motor cycle in the world.

¶ The hill climbing contest, held at Fort George, May 30th, convinced the most skeptical of the superiority of the MARSH. We climbed the hill faster than any machine entered. The most practical tests are best—these are everyday performances on the road. Ask any MARSH rider how he runs away from the other fellows and how his machine stands the hardest kind of usage.

¶ The cut below shows the 1904 MARSH with tandem attachment. The price of this attachment is $25.00.



FURTHER DETAILS ON APPLICATION

AMERICAN MOTOR CO. BROCKTON, MASS. U. S. A.

Thery Wins the Bennett Cup for France

The fifth international contest for that much-coveted trophy, the Bennett cup, took place on June 17, and the result of it is that France is now the proud possessor of the cup. Thery, on an 80-horse power Richard-Brasier car, completed the 350-mile race in 5 hours, 50 minutes and 3 seconds, beating the second man, Jenatzy, driving a Mercedes for Germany, by 11 minutes, 18 seconds. Considering everything, Thery gave perhaps the finest exhibition of motor car driving that has ever been witnessed. The four circuits of the course were each done in such nearly uniform time that it must be concluded that he was getting the best out of his car every minute he was on the course.

Jenatzy, the second man, covered the course in 6 hours, 1 minute and 23 seconds, and the time of Baron de Caters, who came in third, was 6 hours, 43 minutes and 31 seconds. The race was practically a contest between these three, as at no time did any of the others appear to have any chance of winning.

THE RACE.

The race was entirely void of fatal accidents, although an accident on the previous day resulted in the death of Baron von Leitenberger. With ideal weather and no serious accidents, the race may be said to have been a complete success.

Thousands of people were strung along the road leading to Saalburg in the morning long before 6 o'clock. At one moment early in the morning the police charged with the duty of guiding traffic estimated that there were three thousand vehicles of all descriptions blocked in the road in advance and unwilling to go back.

Count Sierstorpff, in M. Aum-Oordt's 60-horse power Mercedes, driven by M. Aum-Oordt, left Saalburg at exactly 6 o'clock upon a final tour of inspection of the course. Troops guarded every foot of the paths and roads leading to the course and virtually lined the entire course, men being stationed at close intervals in twos all round the circuit. The weather was superb and there was a clear sky, absence of wind giving indications of heat that became overpowering as the day wore on.

When the Emperor arrived, shortly before 7 o'clock, the sun was shining brilliantly. The scene was as animated and attractive as could be imagined. His Majesty was looking in superb health, with his face tanned and ruddy.

L. Thery, 1904 Winner of the James Gordon Bennett Cup

Very complete arrangements had been made for the accommodation of the spectators in the neighborhood of the Saalburg, two grand stands having been erected, one on each side of the course, and connected by a tunnel. Three bands played alternately during the day. The stands were provided with 10 telephones and occupants were kept informed of the progress of the different drivers. Be-

TOTAL TIMES FOR THE FOUR ROUNDS

	H	M.	S.
Thery, France—80 H. P., Richard Brasier	5	50	3
Jenatzy, Germany, 90 H. P., Mercedes	6	1	28 2 5
De Caters, Germany, 90 H. P., Mercedes	6	46	31 3 5
Rougier, France—100 H. P., Turcat-Mery	6	48	11 1 5
Braun, Austria—90 H. P., Mercedes	6	59	49
Hautvast, Belgium—90 H. P., Pipe	7	2	38 2 5
Salleron, France—100 H. P., Mors	7	15	8
Lancia, Italy, 65 H. P., Fiat	7	17	54 1 5
Girling, England, 72 H. P., Wolseley	7	22	54 1 5
Jarrott, England, 96 H. P., Wolseley	7	23	36 2 5
Cagno, Italy, 65 H. P., Fiat	7	23	36 3 5
Werner, Austria, 90 H. P., Mercedes	7	32	14 3 5
Edge, England, 80 H. P., Napier	Completed 3 rounds only		
Warden, Austria, 90 H. P., Mercedes	Completed 2 rounds only		
De Crawhez, Belgium—90 H. P., Pipe	Completed 2 rounds only		
Storero, Italy, 65 H. P., Fiat	Completed 2 rounds only		
Augiers, Belgium—90 H. P., Pipe	Did not complete first round		
Opel, Germany, 80 H. P., Opel Darracq	Did not complete first round		

The Grand Stand Erected on Both Sides of Road at Starting and Finishing Point at Saalburg

sides the stands, a large enclosure had been made around the Saalburg, whence spectators could view the race. To keep down dust the course was oiled. All other arrangements were carefully planned in detail and the result was a splendidly conducted contest with no marring feature. Prince Henry of Prussia was one of the most interested spectators and remained, with a short interval for breakfast, the entire day watching the racers go past and noting their times.

Jenatzy, the winner of the cup last year, driving a Mercedes, was the first to start, but his start was poor, the motor of his car not working properly, apparently. The start was made punctually at 7 o'clock, a flourish of trumpets signalling the departure. Jenatzy, on shooting past the royal stand, saluted the Emperor and Empress. The other cars—eighteen in all—were started at regular intervals of seven minutes, with the exception of the car driven by de Caters. The only American in the race was Warden, who drove an Austrian car. Edge, who was second, on a Napier, made a better start than Jenatzy. Baron de Caters' inability to leave until he had lost 14 or 15 minutes filled his supporters with dismay, but ordinary spectators found some little excitement in the spectacle of Herr Braun on an Austrian Mercedes flying past the stand, with Baron de Caters only a few yards behind, he having succeeded in starting just as Herr Braun left.

Warden, in an Austrian Mercedes, made an excellent start and raced well throughout. The Italians also received a hearty greeting. Their F. I. A. T. machines made a good showing, and did the rounds in fairly equivalent times,

L. Thery, Winner of the James Gordon Bennett Race on his Richard-Brasier Car Waiting to Start

C. Jenatzy on 90-H. P. Mercedes Going at Speed. Winner of Last Year's Race, second in This Year's Race.

a detail that speaks well both for the regularity of their running and the reliability of their construction

Edge was five minutes behind Jenatzy's time for the first round, and more than an hour behind for the second, having some trouble with his tires. Jarrott made a fine start and his Wolseley ran well. Opel, in his Dar racq, left amid a cloud of smoke and a volley of reports. He had a breakdown soon afterward.

Each start was proclaimed by the sounding of a bugle-call. The Swiss racing car, a Martini, to be driven by Dufax, met with an accident on the previous day and did not start. Thery made a sensational start, but at the end of the first round he was 31 seconds behind M. Jenatzy, the winner of last year's race for the cup.

At the second passage of the two redoubtable antagonists before the grand stand M. Thery was 1 minute and 40 seconds ahead, tearing along a superb, closely guarded road at a speed that thrashed the spectators into excitement.

The champion of France and the champion of Germany contested every kilometre with bitter determination and reckless audacity.

As they swept past for the third time M. Thery was leading by 9 minutes and 35 seconds. People did not know the exact figure. All they realized was that M. Thery was widening the gap separating him from his relentless pursuer, and that was enough to provoke such an outburst of cheering that the cannonade of the powerful engines' exhausts was drowned in the roar.

When the fourth round began the result of the race was practically certain, though there was still a chance for Jenatzy, and this latter fact kept up the interest to the finish. Jenatzy's car was the first to pass the post, and he received an enthusiastic greeting. Thery had started 28 minutes after Jenatzy, and at the end of the last circuit but one he was leading by more than nine minutes. If he passed the line inside of 19 minutes he had won the cup. If he passed 20 minutes later than his competitor, Jenatzy retained the coveted prize.

Then began the real period of anguish for Thery's well-wishers. The Emperor had returned at about half-past four to witness the

Salleron, Driver of 100-H. P. Mors Car, Passing Under the Arch Connecting the Two Sides of the Grand Stand at Homburg

The Tunnel Under the Road near the Grand Stand at Saalburg, Which Enabled Spectators to Cross During the Race.

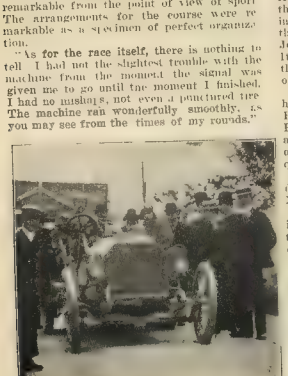
finish, but even interest in his movements failed to make the time pass quickly.

Ten minutes, eleven—were ticked off. Then suddenly the trumpets blared forth. There was a quiver of excitement that swelled into a shout and developed into a crashing roar of triumph. Thery had won the cup.

As he flew across the finishing line the grand stands on both sides of the road were a mass of waving handkerchiefs. The Emperor took off his cap and waved it in the air. As for the French visitors, their enthusiasm was delirious.

"I am delighted with the way the race has been run," Thery said afterward. "I think it remarkable from the point of view of sport. The arrangements for the course were remarkable as a specimen of perfect organization.

"As for the race itself, there is nothing to tell. I had not the slightest trouble with the machine from the moment the signal was given me to go until the moment I finished. I had no mishaps, not even a punctured tire. The machine ran wonderfully smoothly, as you may see from the times of my rounds."



Baron de Caters Starting in His 90-H. P. Mercedes.

The first circuit was made in 1h. 27m. 27s., the second in 1h. 16m. 22s., the third in 1h. 29m. 51s., and the last in 1h. 26m. 23s.

All the racers completed the first circuit safely, with the exception of Opel, of Germany, who was obliged to retire owing to the breaking of a shaft while speeding through Wehrheim. Jenatzy, however, narrowly escaped a catastrophe early in the race. At the bottom of a long, straight incline, approaching the village of Wehrheim, is a level crossing. Jenatzy was nearing the bottom of this incline, which is the fastest bit of the whole course, when the frantic shouts of the spectators induced him to slacken his speed. A few seconds later Jenatzy came in sight of the crossing and saw a locomotive on it, right in the middle of his course. But for the fact that he had previously slackened his speed Jenatzy must have met disaster. Lancia, of Italy, ran into Augiers, of Belgium, throwing the latter out and damaging his car. Storero, of Italy, withdrew because of a broken axle.

Emperor William of Germany telegraphed his congratulations to President Loubet of France on the winning of the cup by a French driver. President Loubet gratefully acknowledged the dispatch, and this exchange of courtesies created a general good feeling, quite some importance being attached to it.

Both Jenatzy and de Caters attribute their defeat to defective arrangements made by the Mercedes firm at the petroleum relay stations.

Baron de Caters certainly made good time in the first round—1h. 43m. 15s. He lost between 14 and 15 minutes at the start, and thus completed the first circuit in 1h. 29m. 15s. actual running time.

In the second circuit he was delayed 35 minutes at Limberg by inadequacy of provisions made for supplying the Mercedes competitors with fuel; 34m. 22s. is the difference between his times for the two rounds.

In the enthusiasm provoked by Thery's victory Jenatzy did not escape attention. On the contrary, the magnificent race he ran not only paid splendid tribute to the Mercedes machine, but also enhanced the value of Thery's victory.

This was apparently appreciated by the spectators, for they cheered last year's champion cordially and sincerely. The times of his rounds were: First, 1h. 26m. 56s., second, 1h. 28m. 33s.; third, 1h. 37m. 46s., fourth, 1h. 28m. 13s.

The grand qualities of the machine were shown by the regularity of time made on all save the third round, when a delay of nine minutes is said to have been caused by his fuel supply becoming exhausted between controls.

There's average speed was about 47½ miles per hour.

THE COURSE

The course over which the 1904 Bennett Cup Race was run is approximately circular in form and is situated in the Taunus Mountains, near Homburg, Germany. One circuit of the course measures about 86 miles, and it was traversed four times in the cup race. The start and finish was at Saalburg, at one time a Roman fortress. From Saalberg the course takes a northerly direction to Usingen, rising the first 300 yards and then declining for about two kilometres to the village of Wehrheim. A dangerous turn, and just beyond, a railway crossing, are met before entering Wehrheim. Then there is a slight rise and a long decline into Usingen, which is one of the neutral points of the course.

After leaving this town the course is uphill for about four kilometres, where a downgrade is met running into Gravenwiesbach over a winding road. There is a dangerous curve just before entering this village. Beyond Gravenswiesbach there is a fine, straight run, but through the town itself the streets are steep and crooked and generally, various kinds of live stock are roaming about. On the road out from the village the scenery is very beautiful. On the left is a forest and a broad picturesque valley spreads itself out below to the left. Then there is a curve to the right, a straight run of one kilometre and another curve to the right. Five kilometres further on there is another curve to the right and about one kilometre beyond this point there is a sharp descent into Weilburg with a dangerous S curve, and another nasty corner just before entering the village itself. On the borders of the village, situated on the rocks overlooking the River Lahn, is the Castle of Weilburg, the family seat of the Dukes of Nassauweilburg, from the gardens of which a most beautiful view may be obtained of the surrounding country. The castle was built in the fourteenth century, and has been the scene of many exciting events in the past.

The road after leaving here passes over the Lahn River, and continues for four kilometres up some steep and difficult hills, but, after surmounting these, falls gradually until nearing the village of Allendorf, when a very steep and dangerous descent is encountered.

The course from Weilburg to Allendorf

Map of the Course in Germany over which the race for the James Gordon Bennett Cup was run

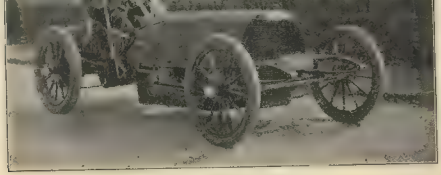
L. Hautvast in the 60-H. P. Pipe Car.

runs through a shaded roadway along the right shore of the Lahn, which is crossed at Limburg. The town of Limburg was founded in the fourteenth century, and is one of the most important places in the province. The old cathedral, with its seven spires, overlooking the river, makes a beautiful picture. This historical building was built in the thirteenth century on the site of a former church built in the year 948, the records of which ancient building are still preserved in the treasure chests of the cathedral.

Leaving Limburg, the course is slightly up hill through Linter, and becomes of a switch back nature through Zollhaus and Kirberg. On leaving the latter place up-hill work has again to be tackled, and reaching the crest the road enters the woods, still mounting slightly, but afterward with a gradual descent to Hunerkirche. From this place to the next village (Neuhof) the road winds through lovely woods, a sharp drop of about one kilometre ending with a very bad turn to the left for the town, and then continuing up-hill in a northerly direction. Another sharp drop is encountered before entering Eschenhahn, which requires careful driving, as does also a nasty S curve at the entrance to Idstein. This latter is a very old town, many of the houses dating from the seventeenth century. It was formerly the family residence of a branch of the Nassau Dukedom.

Leaving here, there is a long climb of three kilometres, followed by a sharp descent into Esch, a pretty little village surrounded by wooded hills, just before entering which one of the most dangerous curves on the course has to be tackled. Leaving here, a very stiff hill must be ascended. It is about one and a half kilometres long. After surmounting this the road becomes fairly level, rising again as Glashutten is approached, and then on for another one and a half kilometres, when we arrive at the topmost point of the course (550 metres above sea level).

The road now commences to fall gradually, with here and there dangerously sharp drops and S curves, some of the gradients being as steep as 1 in 5. The road takes a sharp turn into Konigstein—a town of about 2500 inhabitants. The ruins of a fortress built by the French in the seventeenth century are one of the features of this place. Close by is the villa residence of the Duchess of Luxembourg. Leaving Konigstein, the road bears left on a falling gradient for about three kilometres, when wooded country is again entered, the road becoming of a switchback character, end-



Sidney Girling On the 72-H. P. Wolseley.

ing with a sharp turn into Oberursel. From here onwards the road is very good to Oberstaten and through Dornholzhausen, which is only one and a quarter kilometres from Homburg. Leaving Dornholzhausen the final run back to the starting point is over a new road way, expressly laid out for the race. This road leads in an even up grade, with slight serpentine curve to a point a little beyond Dornholzhausen, which is to the left as passed. Then is a turn into the Homburg-Saalburg road, whence is a straight run to Saalburg, with a slight turn just before the starting point is reached.

Controls were established at Usingen, Wellburg, Limburg, Idstein, Esch, Konigstein, Oberursel and Saalburg.

Distances between towns and around the circuit, exclusive of control distances, are given in the following table:

Towns	Distances bet. towns. Miles.	Distances from start Miles
Saalburg .		
Wehrheim .	2 42	2 42
Usingen	2 72	5 14
Gravenwiesbach	5 32	10 46
Wellburg .	1 30	24 76
Heckholzhausen	3 82	28 58
Obertiefenbach	2 50	32 13
Limburg ...	4 96	37 09
Kirberg .	7 90	44 99
Neuhof .	10 54	54 53
Idstein	9 45	63 98
Esch .	7 70	64 75
Glashutten	7 27	76 02
Konigstein	4 30	71 41
Oberursel	8 76	80 17
Ober-Stedten .	2 11	82 28
Dornholzhausen	1 25	83 71
Saalburg	2 54	87 05

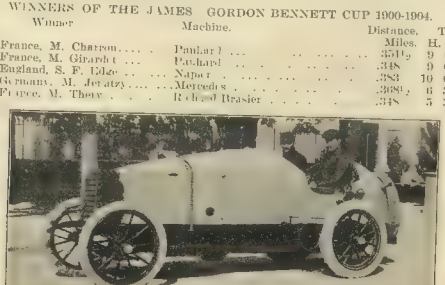
THE TROPHY AND RULES

The trophy, which is annually contested for, is a handsomely designed emblematic cup of which James Gordon Bennett is the donor. It was first presented to the Automobile Club of France in 1899 to be competed for annually by recognized national automobile clubs, including the Automobile Clubs of France, Germany, Great Britain and Ireland, Austria, Belgium, Italy, Switzerland and America. Clubs desiring to be recognized as eligible must be elected by a majority of the ones named above. On the other hand any club in the recognized list can be expelled by a majority vote. Any club desiring to compete for the cup must give notice of its intention prior to January 1, of the year in which it intends to compete. A deposit of 3000 francs with the club holding the cup must be made by each club challenging, which deposit is refunded if a car representing the challenging club starts in the race. No country can be represented by more than three cars, regardless of how many clubs of the country are recognized as eligible to challenge. The race must be run between May 15 and August 15, and the exact date must be agreed upon before February 1. A competing car must weigh at least 400 kilograms, but not more than 1000 kilograms, and must carry at least two passengers, each of an average minimum weight of 60 kilograms, any difference being made up by ballast. Each car must be entirely constructed in the country it represents, and each driver must be a member of the club he represents. The course must be not less than 550 kilometres and not over 650 kilometres.

The first race for the Bennett cup was run June 14, 1900, and the cup was won for France by Charron with a Panhard-Levassor car. The second race, May 29, 1901, was won by Girador on the same make of car, and France retained the cup. In 1902 S. F. Edge, representing the Automobile Club of Great Britain and Ireland, won the cup with a Napier car. Last year on July 2 the race was run in Ireland and Jenatzy, driving a Mercedes car, won the cup for Germany. Thery's victory in the 1904 race, on June 17, in Germany, takes the cup back to France, the only country which has won it more than once.

WINNERS OF THE JAMES GORDON BENNETT CUP 1900-1904.

Year.	Winner	Machine.	Distance. Miles.	Time. H. M. S.
1900—France, M. Charron		Panhard	351½	9 09 00
1901—France, M. Girardt		Panhard	348	9 00 00
1902—England, S. F. Edge		Napier	383	10 00 00
1903 Germany, M. Jenatzy		Mercedes	369½	6 36 00
1904 France, M. Thery		Richard Brasier	348	5 50 03



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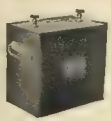

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An Orient Buckboard Surrey

Waltham Mfg. Co., Waltham, Mass., have brought out a new form of their light buckboard type of car—a surrey. The two seats are supported on a buckboard platform. The engine is of 5 H. P., and is geared lower than the buckboard engine, so that the car will carry four persons easily up a 25 per cent. grade, and will maintain a speed of 18 to 20

The Orient Surrey. Price, $450.

miles an hour on the level. This car is so simple in construction and operation that a child can almost run it. The platform is trussed and mounted on good springs, so that it retains its horizontal position and rides smooth and steady. The car weighs 500 pounds, and lists at $450, at which price it should sell rapidly, being the first four-passenger car offered at such a low figure.

The Hoffman Motor Cycles and Engines

The W. Hoffman Motor Works, of 1253 North Halstead street, Chicago, Ill., are manufacturing a 3 H. P. touring motor cycle, which weighs 150 pounds and is marketed at $150. It has a motor weighing 70 pounds with 3⅛-inch bore and 3½-inch stroke. The engine sits in a loop in the frame and the hanger is placed back of the loop. Drive is by a round belt over an idler which bears upon the upper side of the lower half of the belt. The fuel tank is placed along the top bar of the frame between it, and an additional bar which acts as a reinforcement of

The Hoffman 3 H. P. Motor Cycle. Price $150.

the frame. The coil is slung beneath this additional bar, and the battery is carried beneath the saddle on the rear fork, consisting of four dry cells.

The engine can be bought separately at $80, or a two-horse-power motor of the same type at $60. These prices include all accessories. They also sell automobile engines of their own manufacture and market a line of other parts.

Hemingway Two-Cycle Bicycle Motor

Joseph A. Hemingway, of Glenwood, Ill., has designed a two-cycle motor for bicycles, for which he makes the usual claims of power and simplicity made for two-cycle motors and, as applied to a motor cycle, these advantages are of great value.

The Hemingway motor has a 3-inch bore and stroke. It is 15 inches long and without the fly wheel weighs 20 pounds, with an aluminum crank case, or 30 pounds with a cast iron crank case. A fly wheel or either 25 or 30 pounds weight can be furnished.

The cylinder and head are cast in one piece and the usual cooling flanges are provided. In addition this motor has a special feature in an attachable water jacket which can be put on the upper half of the cylinder, and the range of the motor's usefulness thus widened. Two of these motors coupled together would propel a light automobile and could be water-jacketed in summer and air cooled in the winter.

The belt pulley is cast on the fly wheel, but if desired the pulley can be turned off and a sprocket wheel substituted, or a friction drive may be fitted to the face of the fly wheel.

Castings can be furnished in any stage of completion, and blue prints are sent with each set, which enable any ordinary mechanic to assemble them properly.

Fisk Rubber Co., Chicopee Falls, Mass., have granted a license under the patents covering Fisk Tires to the Gutta Percha Rubber & Mfg. Co., of Toronto, Canada.

A. M. Wood Co., of 53 Beverly street, Boston, Mass., manufacture automobile bodies to order. They have been catering to the carriage trade for some time.

EASY CONTROL OF THE HAYNES CAR

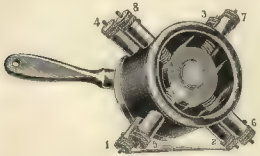
Haynes-Apperson Automobile Co., of Kokomo, Ind., makes pleasant ride of the picture reproduced herewith, which shows Arthur Apperson traveling sideways, holding a Haynes car. He says the lean suits, employs him very much pleased with the car on which an average of about 50 miles per day is made by the one-armed man.

The Mosler 1905 Spit Fire

The Mosler Spit Fire Spark Plug for 1905 will contain some radical changes. This plug is made by Arthur R. Mosler of 1679 Broadway, New York. The 1905 Spit Fire will be provided with a solid protected porcelain ignition tube enclosed in the Mosler patented self-cleaning base. The porcelain is provided

The Mosler 1905 Spit Fire Plug.

with a tapered recess and angular seat for holding a lock nut in position. It is self packing and is doubly insulated, where exposed, by mica and fibre bushings, which form a protector. It is practically impossible to soot or short-circuit this plug, and the patented protector also renders it practically



The Mosler New Commutator.

impossible to break the inner insulation by accidental slipping of a wrench. The protector also acts as a preventative of breakage of the insulation should the plug be accidentally sprayed with water or subjected to cold draughts when in an overheated engine.

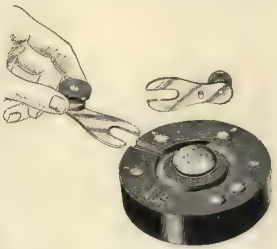
Mr. Mosler is also placing on the market a commutator which commutates both the primary and secondary current, thereby doing away with a large quantity of wiring and the inconvenience of multiple coils and multiple vibrators, as only a single coil and single vibrator is necessary in conjunction with this device on engines of from one to six cylinders.

Trageser Tanks, Radiators, Etc.

The John Trageser Steam Copper Works, 447 West Twenty-sixth street, New York City, have one of the largest sheet metal working establishments in the metropolitan district, employing 130 men. They build both water and gasoline tanks for automobiles, radiators of several styles, hoods, fenders, etc., and are especially equipped for difficult and experimental work. They will be glad to estimate on any special work for automobile manufacturers throughout the country, and guarantee deliveries.

Yankee Cut-Out Switch

E. J. Willis Co., 8 Park place, New York, have brought a new cut-out switch for switching the igniting current of gasoline motors from one battery set to another. One battery is wired to the post marked "A" and the other to "B." When the "A" set is run



Yankee Cut-Out Switch.

down the switch is shoved over to "B," and when both sets have been run down the switch is placed at "C D," when both batteries will be connected up, the combined current being capable of running the car 50 to 100 miles further.

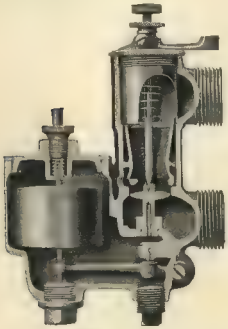
Homer Brass Castings

Homer Brass Works, 231 Race street, Philadelphia, produce castings in brass and various bronzes. Their H. B. bearing bronze has proved a great success in exhaustive tests in service as motor bearings, and other parts operating at high speed. They will be glad to send samples of this metal to interested parties.

The Sherwood Carburetor

This carburetor is the product of the Sherwood Mfg. Co., of 34-36 Washington street, Buffalo, N. Y., and was designed with a view of having as few parts as possible.

The gasoline inlet valve is of the lever pattern, controlled by float and fitted with cork valve. This method makes a positive shut-off. The valve closes absolutely when level is reached, doing away with the liability of leakage and preventing the trouble of flooding. The valve being of cork, which is of the very best quality, will not corrode or stick, adapts itself to the valve seat, and has the advantage of being very easily replaced.



The Sherwood Carburetor.

The jet nozzle is surrounded by wire gauze discs, by which the gasoline, in priming, is thoroughly distributed in the air inlet chamber. The space above the gasoline nozzle is contracted to a jet form, so that the gasoline and air are compressed at that point and afterwards expanded, thereby causing a thorough mixture.

The quantity of air admitted to the mixing or combining chamber is automatically regulated by the speed of engine—area of air inlet being automatically increased or decreased as the speed of engine is varied.

From this it will be readily seen that this carburetor needs little adjustment. When the valve controlling the gasoline inlet has been set to give the required amount no further adjustment is required. The operator will then have perfect control over the engine by throttling the quantity of the mixture to meet the requirements of the engine under any varying speed, a wide range of which is obtained without readjustment.

Every precaution is taken to prevent leakage or clogging, there being no soldered joints, and the strainer placed over the air inlet protects the same from dirt.

Prices range from $10 for carburetor for 2 to 6 horse power engine, to $24 for 35 horse power engine and larger. The connections in these two sizes are respectively three-quarters and two-inch.

The Penberthy Force Feed Lubricator

Penberthy Injector Co., of Detroit, Mich., are now making a force feed lubricator for automobiles which we illustrate herewith. All wearing parts are made of the best materials to insure long life to the lubricator. The ratchet drive wheels are interchangeable, and when the outer one becomes worn the inner one can be exchanged with it, as there is very little wear on the inner one. The regulating

The Penberthy Force Feed Lubricator.

device is easily adjusted. The valves are in the centre of the oil reservoir, and are not affected by changes in temperature. The ratchet arm is so arranged that the dog which operates the ratchet can be drawn back and held out of position so as to stop the operation of the cup while the engine is still running, without interfering with the feed regulation. Price of the one-pint size is $20; one-quart, $25; three-pint, $30.

The Bristol Company, of Waterbury, Conn., are making instruments for measuring the voltage and amperage of an electric circuit. A feature of these instruments is that they make a continuous record in ink on a revolving chart, and they are especially adapted for the voltmeter will show when the battery keeping a record of the current and voltage used in charging automobile storage batteries, the chart showing at a glance the length of time and rate of charge. The reading on

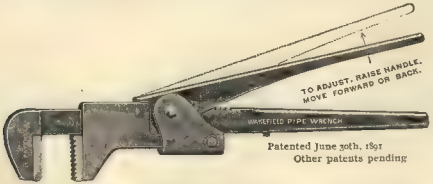
The list price of the A type is $40. Type B, 6x10 inches, ½ H. P., lists at $65, and Type C, 6x14 inches, 1 H. P., at $85.

The hand or breast drill is furnished with ¼, ⅜ or ½ H. P. motor. As it is driven at a much higher speed and without effort on the part of the operator its advantage over ordinary hand drills is apparent. The motor is at all times under perfect control. The chuck spindle is so arranged as to allow drilling on a line with the base of the motor, thus permitting corner and angle drilling. The whole device is light in weight, ranging from 14 to 27 pounds, and is therefore easily carried about. Price is $45, $55 and $72 for the three respective sizes, which measure respectively 4¼x14 inches, 4¼x15 inches and 5½x16 inches.

The Wakefield Pipe Wrench

The most important feature of this wrench is that it will not crush the pipe or catch when used in close quarters. It is the product of J. E. Wakefield, of 80 Exchange street, Worcester, Mass. The sliding jaw is actuated on a new principle, and it is claimed that there is absolutely no lost motion. The parts are all made to gauge and are interchangeable. The adjustment is very simple and positive, it being necessary to merely raise the handle to move the jaw forward or backward. The toothed jaws are made of steel and can be easily removed and replaced by new ones at small expense. The tool is therefore practically indestructible. The wrench is made entirely of steel, finely finished and hardened and given a gun-metal finish

No. 1 is 9 inches long and opens 1⅛ in. List price is $1.75 each. The prices vary with a 3⅝-inch opening. New jaws list at from 5 to 35 cents each.

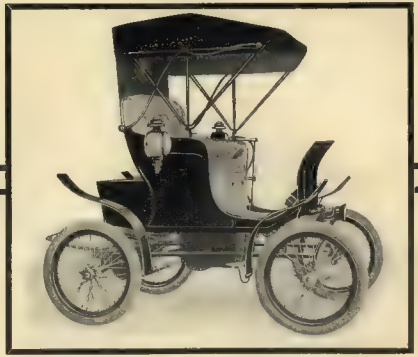


The Wakefield Pipe Wrench

Hosmer's Motor Lubricants

A line of efficient lubricants for motor cars is put out by G. A. Hosmer Company, of 601-

Hosmer's Ball Bearing Compound.



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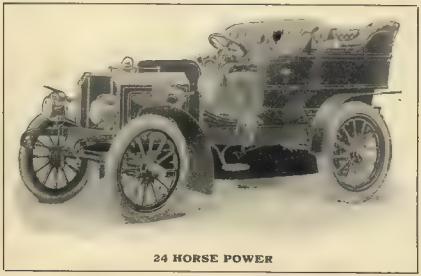


24 HORSE POWER

It is a Well Known Fact

That usually the first motor car an American buys is a small one, the next year he progresses and secures a larger car; finally he graduates and buys a "Stearns." Why? Because it is the strongest, most roomy, and easiest riding car in the world. It seats six people comfortably, and rides like a Pullman Palace Car. The engine is so evenly balanced that it is possible to regulate the speed from three to forty-five miles per hour, without the slightest indication of vibration. The "Stearns" is the quietest running car in America, regardless of size or price.

This is the car which made the wonderful showing in the New York-Pittsburg endurance test, and immediately after the contest made a return trip without a mishap.

When we Claim 24 Horse-Power

We prove that it develops twenty-four horse-power **at the wheels.** There is never an indication of lack of power, whether on hills or on the level. The operator can always have exactly the speed he desires. An examination of the detailed construction will convince any one that it is impossible to produce a stronger car, and that the worst roads in the United States cannot break it. It is fitted with large detachable tires, 34 in. x 4½ in.

If you are looking for a touring car, one which though powerful is simple enough to be operated in crowded city streets, and strong enough to go anywhere at any speed, you ought to examine the "Stearns."

WRITE FOR CATALOGUE

The F. B. Stearns Co.

Euclid and Lake View Avenues, Cleveland, Ohio, U. S. A.

Licensed under Selden Patents

fitted with the Sutton kerosene arrangement, and we are assured that practically no carbon is formed anywhere in the engine nor across the inside of the ignition-plug. It will be noticed in Figs. 2 and 3 that an ignition-plug, F, of the usual form, is fitted into the inspection-cover, F1, that lies immediately above the induction-valve, E. It is, perhaps, not surprising that there should be an absence of carbon deposits in the cylinder, or of visible and smelling vapors in the exhaust, considering that the fuel consumption per horse-power is as low as it appears to be, for in order to be able to obtain as much power as this from the fuel, it is obvious that very complete combustion must be obtained.

The real difficulty is, of course, to obtain equally complete combustion when the engine is running light as when it is working on full load, and this is where it remains to be seen how far Mr. Sutton has practically overcome previous difficulties. He regulates the power of the engine by varying the volume of the explosive charge that is drawn into the working cylinder, and to a great extent he controls the speed by varying the time of ignition. By the former control, when the lift of the inlet-valve is reduced, the quantity of air drawn through the pulverizer is less, and the suction effect on the spray nozzle is also reduced. It does not, however, appear to follow that the richness of the mixture would remain constant either under these condition or with varying engine speeds, because the fuel is at all times free to flow through the nozzle and to continue to do so—though probably at a slower rate—between the suction strokes. It might, therefore, be expected that a richer mixture would be formed both with reduced load and with reduced speed, and it is obvious also that on the lighter load the degree of compression to which the explosive mixture is subjected prior to ignition would be materially decreased—this, too, would have an effect upon the efficiency of the engine and upon the completeness of combustion of the fuel.

The Sutton system has been tested upon engines of different kinds and of different sizes in Australia, and has also been adapted to some existing cars and motor cycles, as well as upon Mr. Sutton's experimental vehicle. In these cases, however, the engines have so far been of the single-cylinder type, though apparently there is no reason why the same apparatus should not be used for feeding two or even four cylinders on the same engine it is, in fact, conceivable that the apparatus would be even more satisfactory when working with the practically continuous suction that is afforded by a four-cylinder engine, because then the gauze partition would not be called upon to act as an accumulator or spenge.

One of the converted cars to which we have just referred is a 10 H. P. Winton car belonging to Dr. Merrill, who is vice president of the Automobile Club of Victoria, and we learn from him that his car was considerably improved when altered by Mr. Sutton.

Tourist Motor Cycles

3 1-2 H. P. $200 150 lbs.

150 Miles--Gasoline Capacity Footrests Handle Bar Control

Breeze Automatic Carburetors give the same mixture at all engine speeds or variation of throttle. ¾ inch pipe size, $7.50 each.

Breeze Straining Funnel separates water or dirt from gasoline. $1.50 each, in spun copper.

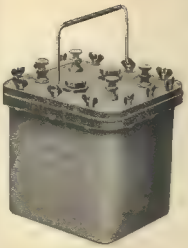
Breeze Motor Cycle Flat Belts will not stretch or slip. $2.00 each.

BREEZE MOTOR MFG. CO.

33 Court Street Newark, N. J.

IGNITION GERM DISCOVERED!!!

RESULTS:
LEAKING AND SLOPPING OVERCOME.
GREATEST MILEAGE.
LONGEST LIFE.
STRONGEST CONSTRUCTION.
ABSOLUTE SATISFACTION GUARANTEED
ALWAYS READY FOR INSTANT USE.



The Witherbee Storage Battery Igniter

For AUTOMOBILES, MOTOR-BOATS MOTOR-CYCLES

And all Types of Gas Engines

The Witherbee Storage Battery Igniter is even more convenient to use than "dry cells," and is guaranteed by us to be satisfactory in every way. Money refunded if we cannot satisfy you.

ADOPTED BY
PACKARD MOTOR CAR CO.
BANKER BROS. CO.
DESBERON MOTOR CAR CO.
AND MANY OTHERS

If your dealer does not handle them, write to us direct. Send for descriptive pamphlet.

WITHERBEE IGNITER CO.

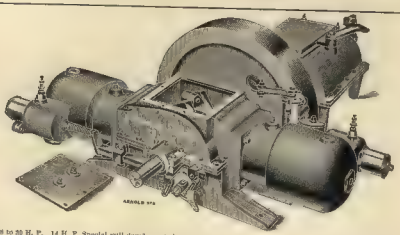
25 Thames Street, NEW YORK

Desirable agents wanted in all unoccupied territory.

IF you want your car to be a success, one that can be depended upon for perfect service under all conditions, see that you equip it with a

BRENNAN STANDARD MOTOR

one of the first and most reliable placed on the market.



Sizes 8 to 30 H. P. 14 H. P. Special will develop rated power at 700 R. P. M., 18 H. P at 800 and 18 H. P. at 900 R. P. M.

We can furnish you with a powerful, practical motor, ready to set up, with full working drawings for any standard make of car. Write for full information.

BRENNAN MOTOR COMPANY

SYRACUSE, NEW YORK, U. S. A.

THE SOMMER

MODEL D TOURING CAR

Price $1250

Exceptional Value

Plenty of power, style and durability. Engine 2 cylinders opposed. 12 Brake H. P., or at the usual rating 15 H. P. Wheel base, 80 inches. Pressed steel frame. Tonneau detachable. Seats five comfortably. In brief, it is an all-'round good touring car, made right, of the right kind of materials, and will give satisfaction. Write for catalog. Liberal arrangements will be made with a few first class agents.

The SOMMER MOTOR CO.

Box 158 Detroit - Michigan

No more rim cut tires. No more punctures. Plenty of resiliency, but no troubles. The dream of the automobilist is realized. Send for printed matter and testimonials.

TENNANT AUTO TIRE CO.

140 W. Main Street Springfield, Ohio

Peerless
Direct Drive
Touring Cars
$3700 to $6000
are unequaled for Speed, Safety and Dependability.
We have built, sold and delivered more four-cylinder Touring Cars than any other American maker, yet we are able to make
Immediate Deliveries
Send for Catalogue
The Peerless Motor Car Co.
Cleveland, Ohio

Columbia

COLUMBIA AUTOMOBILES are made solely by the ELECTRIC VEHICLE CO., Hartford, Conn., and the name COLUMBIA applies to the product of no other automobile manufacturer. The COLUMBIAS include gasolene and electric vehicles for all requirements of touring, general use, town carriage service and business. Our artistic catalogue of COLUMBIA HIGH AND MEDIUM POWERED GASOLENE CARS and ELECTRIC PLEASURE VEHICLES will be sent to any address on application; also separate catalogues of our ELECTRIC TOWN CARRIAGES of the coach class and ELECTRIC COMMERCIAL VEHICLES.

ELECTRIC VEHICLE CO., Hartford, Conn.

NEW YORK, 1-4-196 West 39th St — CHICAGO, 1413 Michigan Ave. — BOSTON, 74 Stanhope St

Member Association of Licensed Automobile Manufacturers.

The Sturdy Cameron

Air Cooled Shaft Drive

Simple to operate and understand

Sliding Gear Transmission

Swift and Steady Always Ready

$650.00

Agents wanted in untaken territory

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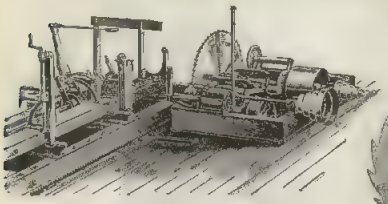
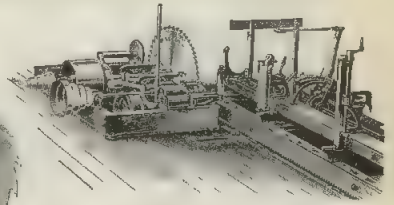
United Motor Corporation, Pawtucket, R. I.

*CIRCULAR SAWS.

DISSTON SOLID TOOTH, PATENT GROUND AND TEMPERED, EXTRA QUALITY.



Left hand saw.



Right hand saw.

WARRANTY. Each saw is warranted as true as it is possible to make it, free from flaws and seams. If found to be defective in any of these particulars, it may be returned within thirty days from delivery; and, if we are satisfied the saw is at fault, all necessary repairs will be made free of charge, or a new saw given in exchange. We do not warrant saws cracked in gumming where the punches and dies are not kept in proper order. The filing of square corners in the gullets will also cause the plate to crack. Our warranty does not cover such cases.

INSTRUCTIONS. When ordering be careful to give us the following particulars: Whether rip or cross cut, right hand or left hand (see above illustrations), diameter in inches, number of teeth, thickness or gauge at rim, thickness or gauge at center, size of mandrel hole, size of pin holes, distance from center to center of pin holes, number of revolutions per minute, kind of lumber to be sawed.

*SPECIAL NOTE. Circular saws are not carried in stock and orders will be accepted only with the distinct understanding that they are subject to delay in making, but the orders are not subject to cancellation under any circumstances.

Diameter, inches.	Thickness, gauge.	Mandrel Hole, Inches.	Each.	Extra for each Gauge Heavier.	Extra for Beveling Per Gauge.	Extra for Setting and Sharpening Rip Saws.	Extra for Setting and Sharpening Cross Cut Saws.
4	19	¾	$ 1.10	$0.03	$0.14	$0.25	$0.35
5	19	¾	1.30	.04	.16	.28	.40
6	18	¾	1.55	.05	.18	30	.45
7	18	¾	1.85	.06	.20	.33	.50
8	18	⅞	2.20	.08	.22	.35	.55
10	16	1	3.30	.12	.28	45	.65
12	15	1	4.15	.17	.35	.50	.75
14	15	1⅛	5.00	.21	.40	.60	.85
16	14	1⅛	6.00	.25	.50	65	95
18	13	1¼	7.50	.30	.60	.70	1 05
20	13	1 3/16	9.00	.35	.70	.80	1.15
22	12	1 3/16	11.00	.45	.80	.90	1.30
24	11	1⅜	13.00	.55	.90	1 00	1.45
26	11	1⅜	15.00	.65	1.05	1.10	1 60
28	10	1½	17.00	.80	1.20	1 20	1.75
30	10	1½	19.00	.90	1.30	1.30	1 90
32	10	1⅝	22.00	1.00	1.40	1.40	2 05
34	9	1⅝	25.00	1.20	1.55	1.60	2 35
36	9	1⅝	28.00	1.40	1.70	1.70	2 55
38	9	1⅞	31.00	1.75	1.85	1.85	2 75
40	9	2	36.00	2.00	2.00	2.00	2.95
42	8	2	42.00	2.50	2.20	...	3 15
44	8	2	50 00	3.00	2.40	..	3 35
46	8	2	60.00	3.50	2.60	..	3 60
48	8	2	70.00	4.00	2.80	...	3 80
50	7	2	80.00	4.50	3.00	..	4 10
52	7	2	90.00	5.00	3.25	...	4 40
54	7	2	100.00	6.00	3.50	...	4.70
56	7	2	115.00	7.00	3.75	...	5.00
58	7	2	130.00	8 00	4.05	.	5 30
60	6	2	145 00	9.00	4.35	.	5.60
66	6	2	200.00	15.00	5.35	..	6 60
72	5	2	290.00	24.00	6.55	...	7 50

For saws one gauge thicker than list, no extra charge.

Circular saws up to 44 inches beveled one gauge without extra charge; 44 inches and larger, beveled two gauges without extra charge.

Circular saws 48 inches and larger, if made thinner than 10 gauge are not warranted.

each, and this creates an effective drag on the liquid just delivered, pulling it along in the direction of general flow.

This pump is made of bronze and weighs five pounds. On account of its construction there are no valves, vanes, gears or springs to get out of order or become clogged. While positive in action, it offers no obstruction to gravity circulation, the piston being ⅝-inch smaller than the cylinder. The inlet and outlet unions are threaded for ½-inch iron pipe, and both openings can be thrown to any desired angle in relation to the supporting bracket. The pump can be operated by round or flat belt, chain or gears. Price is $12.50, and it is put out in three sizes, having 3, 5 and 8 gallons' per minute capacity respectively.

Clum & Atkinson's Castings

Clum & Atkinson, of Rochester, N. Y., are devoting a large part of the capacity of their new foundry to the making of automobile castings, such as aluminum transmission cases, motor cases, engine bases and the various aluminum castings used on motor cars and cycles, also casting of phosphor bronze for bearings, connecting rods, bushings, etc.

In the manufacture of aluminum castings they bring to bear on the automobile business the results of their twenty years of experience in making engine and motor castings, and use only alloys which they have perfected and found by repeated tests to be the strongest and lightest, as well as the best, working alloys that can be used for the purpose. They make a special point of knowing the particular service to be required of their castings and are prepared to furnish castings that will stand the weight, strain and hard usage to which they may be subjected.

Their long experience in making brass and bronze castings of every description for railroad and steam engine work qualifies them to meet the exacting requirements of the automobile engine and motor in this line. They have made a special study of phosphor bronze and make their own mixtures, all of which have been tested under the hardest conditions in actual service.

They also conduct a babbit department in connection with their foundry and are putting out a gas engine babbit especially designed to meet the conditions of high speed and external heat as found in gas and gasolene engine work.

Viscolene Lubricants

Viscolene lubricants, made by the Viscolene Lubricants Co., of 415 East 144th st., New York, are particularly suitable for use on high speed bearings, such as in automobiles. They are made in two grades—soft and stiff—and two qualities. The soft grade is for use on engine bearings and slides and high speed machinery of all kinds. The stiff grade is for use on large bearings of slow speed, gears, etc. Nothing but the best oils enter into the composition of the first quality.

The second quality, also made in two grades, is suitable for axles, and is made of cheaper oils. Besides, they make a graphite lubricant similar in composition to the above lubricants, but containing also graphite. This will withstand intense heat without separating.

They also make a product called Slush, intended for the protection of machinery which may be exposed to the weather during shipment. It possesses the virtue of Viscolene, but will not melt off by contact with the sun's rays and will protect the machinery from dampness and rain. Besides, it is readily wiped off.

Viscolene lubricants will, as a rule, feed from oil cups without compression. They are made by the cold process, largely from pure mineral oil of high fire test. They contain no free acids that could corrode bearings. They will not gum and yet do not run off, and are therefore very economical. Viscolene safely withstands a temperature of 250 degrees Fah. without melting and is unaffected by exhaust steam.

Levy's Auto-Watch

Live automobile dealers who want the latest novelties will be interested in the "Auto-watch" made by Manassch Levy & Co., of 182-184 Broadway, N. Y., which is one of the latest timepieces brought out for automobile use. It is an accurate, reliable timekeeper and is absolutely dust and rain-proof. Being

Levy's Auto-Watch.

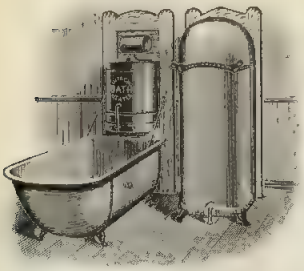
finely finished in keeping with other automobile fittings, it will add to the attractiveness of a car. It can be wound and set without removing it from the case, and cannot be removed by miscreants. Four styles, including two sizes, are offered, and the prices range from $5 to $18, with liberal discounts to the trade.

Stuart Darrow, of Owego, N. Y., has advanced the price of the Darrow light touring car from $650 to $800.

John S. Leng's Son & Co., 93 Reade street, New York City, have purchased the remainder of the stock of bicycle and sundries of M Hartley Company and invite the patronage of the customers of the latter company.

BATH TUBS.

FOLDING.



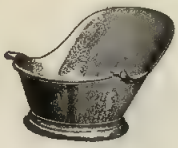
Nos. 1 and 3.

Complete, with heater.

	Each.
No. 1—Zinc, 5 feet	$39.00
No. 3—Nickeloid, superior to all metals for bath tubs, 5 feet	45.00

Weight, crated, 100 pounds.
For shipment from factory only.

HIP.



Japanned, green.

Inches	22½
Weight each, crated, pounds	18
Each	$5.40

SPONGE OR HAT.

Japanned, green.

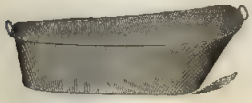
Inches	33
Weight each, crated, pounds	19
Each	$7.20

COMBINATION.

Japanned, green.

Inches	22
Weight each, crated, pounds	20
Each	$7.80

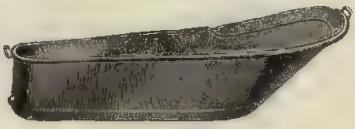
INFANT.



Japanned, green.

Length, inches	30	33	36
Weight each, pounds	4½	5	6½
Each	$1.80	2.20	2.70

PLUNGE.



Japanned, green.

Length, feet	5	6
Weight each, crated, pounds	40	50
Each	$9.60	10.80

Put up in 1, 2, 5, 10 lb lithographed cans.
1 lb. cans packed in cases of 2 and 6 dozen.
2 lb. cans packed in cases of 4 dozen.
5 and 10 lb. pails packed in cases of 1 dozen.
25 lb. pails packed 1 pails to a case.
Also in bulk packages of 50 200, 400 lbs.

IN USE ON OVER 200,000 ELECTRIC CAR MOTORS IN UNITED STATES AND EUROPE

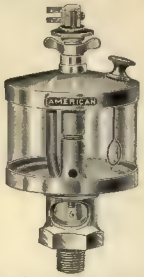
Unaffected by COLD, HEAT or WATER

WARRANTED NOT TO GUM OR DRIP FROM THE BEARINGS

Also Manufacturers of Automobile, Cylinder and Engine Oils. Write for prices Agents wanted.

BRUCK SOLIDIFIED OIL COMPANY
252-254-256 DOVER STREET, BOSTON, MASS., U. S. A.

"Imperial" Sight-Feed Lubricator



Constructed especially for gasoline automobiles. The body is of glass and the regulating device is so arranged that it can be started or shut off from the outside of the car. The capacity is about twice that usually found in this class of lubricator. For further particulars, address

American Lubricator Co.
DETROIT, MICH.

LEAKY OIL CANS
Have given you
TROUBLE

You may turn a **Maranville Oil Can** upside down in your tool box and it will not **Leak**. When using it the oil flows in just the quantity—**no more.** In just the place—**no place else.**

THE AKRON MFG. CO., SOLE MANUFACTURERS
AKRON, OHIO, U.S.A.

Motor Cycle Specialties

Fork Braces
Motor Frame Clamps
Switch Grips
Idler Pulleys
Rear Wheel Pulleys
Rear Seat Attachment
Frame Fittings, etc
Frames and Parts of All Kinds to Order.

New Catalog now ready, sent free on request.

HART MFG. CO.
370 Atlantic Avenue
BOSTON

RAZORS.

+HENRY SEARS & SON, 1865. WARRANTED.

Made up with your name on tang, and warranted. Every Razor honed and stropped, and in perfect condition to shave with.

This gives you your own brand, backed by a Sears guarantee. The handles will not rust the blades, and are of the best American manufacture.

	Per Assortment.
No. 3 Assortment—Consists of one dozen ⅝ size, ¾ concave blades, with assorted fancy handles, in a plush lined display case	$24.00
No. 4 Assortment—Consists of ¾ dozen ⅝ size, ¼ dozen ½ size, full concave blades, with assorted fancy handles, in a plush lined display case	30.00

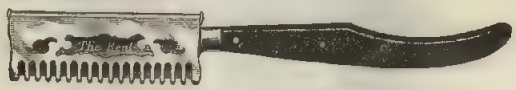
RAZOR SETS.

IN FANCY SATIN AND PLUSH LINED MOROCCO CASES.

	Per Set.
No. 7655—Seven day razor set, etched Monday, Tuesday, etc., one for each day of the week; ⅝ inch square point, ¾ concave, crocus polished, fancy back, round tang, fancy handle	$24.00
No. 2655—Two piece razor set, containing razors same as those in No 7655, not etched	8.50
No. 7255—Seven piece razor set, ⅝ inch, square point full concave, fancy handle, etched, same as No. 7655	18.00
No. 2255—Two piece razor set, containing razors same as those in No. 7255, not etched	7.00

SAFETY RAZORS.

THE "REAL."



Per Dozen.

Real—Complete $30.00

One in a box, six boxes in a carton.

The Real has a full size, full concave blade, with black horn stationary handle. Can be used with or without guard. It can be used right or left hand and changed in a second as shown in diagram.

When you wish to reverse guard from right to left hand, turn guard up as shown above in cut No. 1,

and do not press it down on other side until you turn on pivot, as shown above, in cut No. 2.

After you have turned it clear around, press down on other side, as shown in cut No. 3.

THE "CURLEY."

Cut showing U. S. Army and Navy safety razor ready for use.

Cut U. S. Army and Navy safety razor, showing how to take the blade out.

Per Dozen.

Army and Navy—⅝ inch blade, black rubber handle, can be used with or without guard. The blade is removable and can be replaced by a sharp one without trouble $15.00

Army and Navy—Extra blades 6.00

Per Dozen.

Ideal No. 1—One blade, ⅝ inch, black rubber handle, adjustable guard and detachable blade $30.00

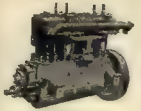
Ideal No. 2—Two blades, ⅝ inch, white bone handle, adjustable guard and detachable blades 42.00

Ideal Extra Blades 12.00

RAZOR GUARD.

Per Dozen.

Useful—Will fit any razor, can be adjusted to either side of razor $6.00



16-20 H. P.

Aster Motors

In U. S.

We have taken the exclusive agency for the Aster Motors made by the celebrated French firm L'Aster. We will keep in stock all sizes from 2 1-4 h. p. to 60 h. p.

SEE OUR EXHIBIT AT THE ST. LOUIS EXPOSITION

ARIES CAR WITH ASTER MOTOR

SEND FOR CIRCULARS

12-14 H. P.

A. J. MYERS - - 304 West 44th Street - - NEW YORK

THE

W. Hoffman 3 h. p. Touring Motor Cycle

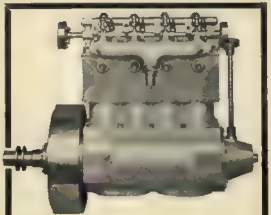
Price, $150.00 Weight, 140 pounds

This is a light, but very strong motor cycle, constructed for touring purposes, and will be found suitable for use on all sorts of roads. Full particulars on application.

We also manufacture various types of automobile, marine and bicycle motors, air or water cooled; 1, 2, 3 and 4 cylinder. Castings for 1½, 2 and 3 h. p. bicycle motors. Send for catalog.

W. Hoffman Motor Works

1253 N. Halsted St., Chicago, Ill.



Before You Buy

a high powered motor it will pay you to write us and see what we have to offer. We manufacture a four-cylinder motor, developing 24 H. P. at 800 revolutions per minute, and weighing 340 lbs. In one size only. This motor has the best talking points of any on the market; is made of the best material and with the latest machinery and by the most skilled workmen.

TREBERT AUTO and MARINE MOTOR CO.

407 ST. PAUL ST., ROCHESTER, N. Y.

"Warner Spur Differentials"

Either sprocket or bevel gear drive . . .

GUARANTEE SATISFACTION

Not as good, but better—this we can demonstrate; or want "no pay" . . . . .

Warner "DOUBLE-TILTING" Steering Wheels Sold on merit. Send for sample on approval

WARNER GEAR CO.

MUNCIE, IND.

P. J. Dasey, Chicago Agt.; Boston Gear Works, Boston Agt.; A. L. Dyke Auto Sup. Co., J. H. Neustadt Co., St. Louis Agts.; Chas. E. Miller, New York and Philadelphia Agt., for the steering wheel only.

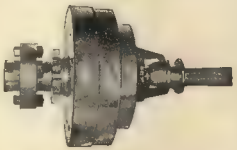
UPTON TRANSMISSION GEAR

Encased Dust-Proof

UPTON MACHINE CO.

Works, BEVERLY, MASS.

Champion Gears



Are not cheap, but are worth all we ask for them

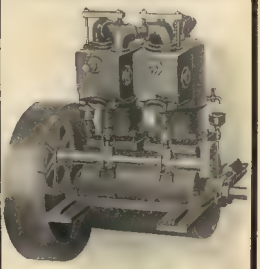
Two speeds forward and one reverse
Contains nothing to get out of order.
All parts are interchangeable.
Do not consume any power.
All wearing parts are bronzed bushed.

Transmission gears are scarce, especially good ones, but if you are willing to pay a moderate price for a good article, the "Champion" gear will fill the bill. Write us for illustrated booklet and prices.

Champion Mfg. Co.

9 and 15 Alling St., Newark, N. J.

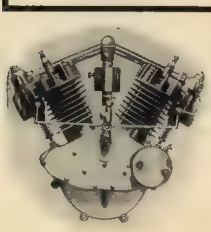
AUTOMOBILE and MARINE MOTORS



Simplicity, Workmanship and Power. Tried, Proven and Guaranteed, 1, 2, and 4-cylinders, 4, 8 and 16 H.P. Write us for circular, which will explain the rest.

ALEXANDER & CROUCH

70 W. Monroe Street
CHICAGO, ILL.



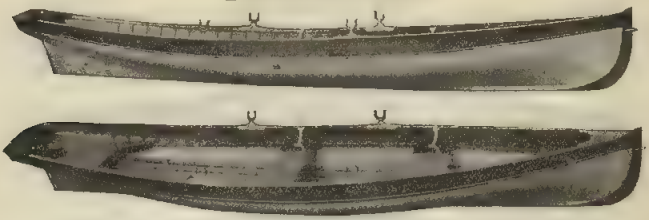
CURTISS MOTORS

Single and double cylinder; roller bearings; 4 rings. Many original features. Most powerful and durable. Holds world's record of 10 miles in 8 minutes, 54 2-5 seconds.
All accessories supplied. Also complete motor cycles.
Export Trade Solicited

G. H. CURTISS MFG. CO.
HAMMONDSPORT, N. Y.

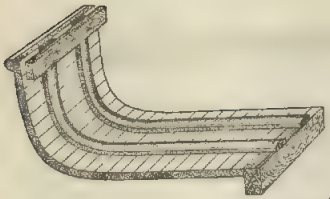
BOATS.

LADY OF THE LAKE.



Square stern.

Beautiful in outline and finish. Thoroughly well made.



This is the best boat that money and skilled labor can produce. It is a smooth built boat, being made out of narrow strips 1¼ inches wide by ⅛ inch thick, with half round joints (see cut). This makes a strong and durable boat. The strips are nailed together with nails 2½ inches long, 4 inches apart, the nails reaching through two strips and into the third, making a nail every one and one-quarter inch apart.

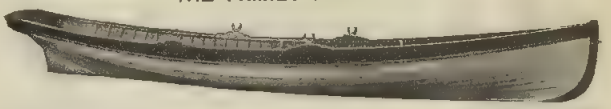
SPECIFICATIONS:

Grade "A"—Keel, stern, stern-post, ribs and gunwales selected white oak, planking selected southern cypress, varnished inside and out with best spar varnish, adjustable foot braces, two pair oarlocks, one pair spruce oars, copper tipped, leathered and varnished.

Grade "B"—Same as grade "A," except painted below seats inside and outside within five inches of top, balance finished in best spar varnish.

	Each.
Grade A44—Length 15 feet, beam 44 inches, depth 14 inches, weight 150 pounds	$84.00
Grade A46—Length 15 feet, beam 46 inches, depth 15 inches, weight 155 pounds	88.00
Grade B44—Length 15 feet, beam 44 inches, depth 14 inches, weight 150 pounds	76.00
Grade B46—Length 15 feet, beam 46 inches, depth 15 inches, weight 155 pounds	80.00
Rudder, Extra $5.00	**Lazy Back, Extra** 3.00

THE FAMILY ROW BOAT



Square stern.

Grade "A"—Keel, stern, stern-post, ribs and gunwales selected white oak, planking ⅜ inch white cedar or southern cypress, quarter sawed, fastened with coppered nails, varnished inside and out with best spar varnish, adjustable foot braces, two pairs oarlocks, one pair spruce oars, copper tipped, leathered and varnished.

Grade B—Same as grade "A," except painted below seats inside and below the lower edge of sheer strake outside, the balance finished natural in best spar varnish.

Grade "C"—Keel, stern, stern-post, ribs and gunwales white oak, planking white cedar or cypress, painted inside and out with best lead paint, two pairs oarlocks and one pair ash oars.

	Each.
Grade AF44—Length 15 feet, beam 44 inches, depth 14 inches, weight 140 pounds	$70.00
Grade AF46—Length 15 feet, beam 46 inches, depth 15 inches, weight 145 pounds	74.00
Grade BF44—Length 15 feet, beam 44 inches, depth 14 inches, weight 140 pounds	60.00
Grade BF46—Length 15 feet, beam 46 inches, depth 15 inches, weight 145 pounds	64.00
Grade CF44—Length 15 feet, beam 44 inches, depth 14 inches, weight 140 pounds	56.00
Grade CF46—Length 15 feet, beam 46 inches, depth 15 inches, weight 145 pounds	60.00

Double End Boats furnished in either of the above models at same prices as Square Stern.

Row Boats take 4 times first-class freight.

SYNNESTVEDT MACHINE COMPANY

Electric Vehicles

Delivery Wagons Trucks

Busses Stanhopes

Tonneaus Coupes

PITTSBURGH, PA.

The Simplest Most Durable Strongest

Workmanship and material high grade. With high power, 100 pounds per horse power. No more transmission gear troubles. No equalizing gears used No cog gears and no noise. Five dollars will cover the repairs on our transmission for five years.

Manufactured by

The Marble-Swift Automobile Co.

Aldine Square, Chicago, Ill.

RELIABILITY SIMPLICITY

Locomobile

GASOLENE CARS

Which of the Locomobile Twins, Reliability or Simplicity, is more attractive?

Both these cars are right up to the highest standard of quality and workmanship that the Locomobile Name implies. Their mechanical features are entirely different. The Locomobile Steam Runabout Model A Price $2,100 is the perfection of steam carriage construction. Its boiler is a coil of seamless steel tubing, and is entirely free from the objections urged against the fire tube boiler. The Locomobile Gasolene Runabout Model B Price $1,250 is the perfection of gasolene carriage construction. Both the steam and gasolene cars are fitted with the Locomobile Reversible Engine, which is the simplest and most powerful engine ever applied to a carriage. Both cars are fitted with the Locomobile Differential Gear, which is the simplest and most perfect gear ever applied to a carriage. Both cars are fitted with the Locomobile Spring Suspension, which is the most perfect spring suspension ever applied to a carriage. Both cars are fitted with the Locomobile Steering Gear, which is the most perfect steering gear ever applied to a carriage. Both cars are fitted with the Locomobile Wheel, which is the most perfect wheel ever applied to a carriage. Both cars are fitted with the Locomobile Axle, which is the most perfect axle ever applied to a carriage. Both cars are fitted with the Locomobile Brake, which is the most perfect brake ever applied to a carriage. Both cars are fitted with the Locomobile Tire, which is the most perfect tire ever applied to a carriage. Both cars are fitted with the Locomobile Lubricator, which is the most perfect lubricator ever applied to a carriage. Both cars are fitted with the Locomobile Carburetor, which is the most perfect carburetor ever applied to a carriage. Both cars are fitted with the Locomobile Muffler, which is the most perfect muffler ever applied to a carriage. Both cars are fitted with the Locomobile Horn, which is the most perfect horn ever applied to a carriage. Both cars are fitted with the Locomobile Lamp, which is the most perfect lamp ever applied to a carriage. Both cars are fitted with the Locomobile Speedometer, which is the most perfect speedometer ever applied to a carriage. Both cars are fitted with the Locomobile Odometer, which is the most perfect odometer ever applied to a carriage. Both cars are fitted with the Locomobile Clock, which is the most perfect clock ever applied to a carriage. Both cars are fitted with the Locomobile Compass, which is the most perfect compass ever applied to a carriage. Both cars are fitted with the Locomobile Thermometer, which is the most perfect thermometer ever applied to a carriage. Both cars are fitted with the Locomobile Barometer, which is the most perfect barometer ever applied to a carriage. 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Both cars are fitted with the Locomobile Weather Bird, which is the most perfect weather bird ever applied to a carriage. Both cars are fitted with the Locomobile Weather Fish, which is the most perfect weather fish ever applied to a carriage. Both cars are fitted with the Locomobile Weather Snake, which is the most perfect weather snake ever applied to a carriage. Both cars are fitted with the Locomobile Weather Worm, which is the most perfect weather worm ever applied to a carriage. Both cars are fitted with the Locomobile Weather Caterpillar, which is the most perfect weather caterpillar ever applied to a carriage. Both cars are fitted with the Locomobile Weather Butterfly, which is the most perfect weather butterfly ever applied to a carriage. Both cars are fitted with the Locomobile Weather Moth, which is the most perfect weather moth ever applied to a carriage. Both cars are fitted with the Locomobile Weather Beetle, which is the most perfect weather beetle ever applied to a carriage. Both cars are fitted with the Locomobile Weather Ant, which is the most perfect weather ant ever applied to a carriage. Both cars are fitted with the Locomobile Weather Bee, which is the most perfect weather bee ever applied to a carriage. Both cars are fitted with the Locomobile Weather Wasp, which is the most perfect weather wasp ever applied to a carriage. Both cars are fitted with the Locomobile Weather Hornet, which is the most perfect weather hornet ever applied to a carriage. Both cars are fitted with the Locomobile Weather Yellow Jacket, which is the most perfect weather yellow jacket ever applied to a carriage. Both cars are fitted with the Locomobile Weather Mosquito, which is the most perfect weather mosquito ever applied to a carriage. 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Both cars are fitted with the Locomobile Weather Fly, which is the most perfect weather fly ever applied to a carriage. Both cars are fitted with the Locomobile Weather Gnat, which is the most perfect weather gnat ever applied to a carriage. Both cars are fitted with the Locomobile Weather Midge, which is the most perfect weather midge ever applied to a carriage. Both cars are fitted with the Locomobile Weather Flea, which is the most perfect weather flea ever applied to a carriage. Both cars are fitted with the Locomobile Weather Louse, which is the most perfect weather louse ever applied to a carriage. Both cars are fitted with the Locomobile Weather Tick, which is the most perfect weather tick ever applied to a carriage. Both cars are fitted with the Locomobile Weather Chigger, which is the most perfect weather chigger ever applied to a carriage. Both cars are fitted with the Locomobile Weather Bedbug, which is the most perfect weather bedbug ever applied to a carriage. Both cars are fitted with the Locomobile Weather Cockroach, which is the most perfect weather cockroach ever applied to a carriage.

The Locomobile Co. of America, Bridgeport, Conn.

BRANCHES: New York, Broadway and 76th St. Philadelphia, 240 N. Broad St. Chicago, 1341 Michigan Ave. Bridgeport, Factory at Seaside Park. Boston, 15 Berkeley St.

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Specify the "Exide" Battery

EXIDE BATTERY DEPOTS

FOR FURNISHING, CHARGING AND CARING FOR EXIDE BATTERIES

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Runabout,

6½ Horse Power, Price, $750

The ideal vehicle for a physician when fitted with a leather top.

Wise dealers will decide on a line that enables them to hold their trade from year to year. Silent, strong, safe, speedy.

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The Chainless Wolverine Touring Car.

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This simplest of all controlling devices is broadly covered by a patent, which explains, without further comment, why our competitors all condemn it. You have all heard the sour grape story. Every child knows that a saddle horse is handled with much less difficulty than a 10 horse team and you know that drivers would welcome any device which would render handling a team of any size as easy as handling a saddle horse. Our device does it. Others are hunting for something of this kind. We have it. Get our leaflets.

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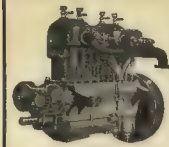
HOCKLEY STREET - - READING, PA.

MOTORS for AUTOS and BOATS



Our "Continental" Motors, 2 cylinder, 2 H.P., weight, 50 lbs., and 4 cylinder 8 H.P., weight 100 lbs., are of latest design and at excellent low price. Cylinders cast in pairs with water jacket circulation, made mechanically operated valves, aluminum crank case, all return parts.

Our "Continental" Carburetor is Perfection

CATALOG EXPLAINS ALL. WRITE US

Auto Car Equipment Co. 169 Bunker St. Chicago, Ill.

12 H. P. Opposed

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Spur Gears, Bevel Gears Spiral Gears, Worms and Worm Gears, Internal Gears
Internal Gears require only 3-16 in. space between Gear and Web

If you want perfect Gears send them to us. Estimates cheerfully furnished on receipt of specifications

F. H. BULTMAN & CO.
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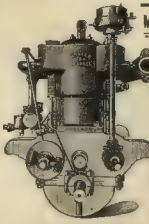


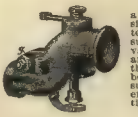
Mohler & De Gress

20 B. H. P. Motor. Weight 429 lbs.

Governor: all latest improvements. A business motor. We make up to 48 H. P. Motors.

390 WEBSTER AVE.
L. I. City, N. Y.

The IDEAL MIXING VALVE



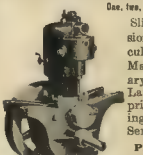
Absolutely reliable and efficient. Its simplicity guarantees satisfactory results. The check valve and its pivot are in one piece, and the pivot has long bearings, which insure long life and efficiency in operation.

Write for circular

GODDU BROS.
16 Chestnut St. Winchester, Mass.

Palmer Automobile Motors

One, two, three, and four Cylinders



Sliding Transmission Gears and Circulating Pumps. Marine and Stationary Motors and Launches. Get our prices before placing your orders. Send for Catalogue

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Cos Cob, Conn.

ACME Steam Auto Engines

Acme Marine Auto Engine

develop full power. Public opinion concedes that they are the best of their class. The Frame is of one piece, solid bronze, and the Shaft of one piece, solid steel.

The 6 H. P.—Weight 85 lbs.
" 8½ " " " 90 "
" 8 to 12 " " " 140 "

We also manufacture a very superior Launch Engine.

Send for our printed matter

ROCHESTER MACHINE TOOL WORKS
Rochester, N. Y.

Improve your circulation by using a

LOBEE PUMP

The most efficient and durable circulating pump on the market for circulating water or oil on all gasoline motors

LOBEE PUMP & MACHINERY CO.
127-137 TERRACE BUFFALO, N. Y.
Chas. E. Miller, Agent
97 Reade St., New York

LOOK HERE

AGENT, have you made application for the agency of the

New Metz Motor Cycle?

If not, you had better hurry up. Let us write you about the good features

RIDER, have you ridden the "METZ" yet? It's a flyer.

Strong Speedy
Reliable Handsome

C. H. METZ, Waltham, Mass.

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Motor Bicycles

MODERN IN CONSTRUCTION AND EQUIPMENT

Long wheel base
Single lever control
Four cycle engine
Spring sprocket
Positive drive
Automatic float-feed carbureter

2¼ Horse Power. Price, $225

POPE MANUFACTURING CO.
HARTFORD, CONN.

SPRINGS ---

We Make Practically Anything You Want in This Line---FLAT, SPIRAL or VOLUTE

We have a very attractive catalog which we would like to mail to you. It is free upon request.

WALLACE BARNES CO.
BRISTOL, CONN.

The Gilbert Tire Case

Protects the tire from water or dirt, can be strapped to any side part of machine, is a convenient place to keep tools, and the case may also be used for holding repair material.

Made of metal, black finish, or of fabric, with a number of new and attractive styles and colors. A great saving in time and trouble for Gilbert-fitted riders. Fits every Tire Case.

28 or 30 in. Diameter 32, 34, 36 in. 40

Made for any width of above diameter.

$5.00
6.00

Automobile Dust Covers

Made from fine twill worsted, lined, fits snugly over the tire, protects it from dust, dirt and rain. Keeps the tire fresh and new looking.

PRICES

Runabout size, cover 34 x [illegible] in. $1.00
Touring size, cover 36 x [illegible] in. 1.00
Runabout size, cover 34 x [illegible] spiral 9.00
Runabout size, 100 or wider on [illegible] 9.00
Touring [illegible] 10.00

We must start out the [illegible] to introduce [illegible] sales [illegible] in [illegible]. The Gilbert Auto Covers, Leggings, Steering Wheel Protectors and Tire Covers. The same Gilbert attempt to advertise goods [illegible] but the best [illegible] stitched and [illegible] Order [illegible] from [illegible] supply houses and dealers [illegible] With [illegible] Gilbert [illegible] to you [illegible] and [illegible]

THE GILBERT MFG. CO., New Haven, Conn.

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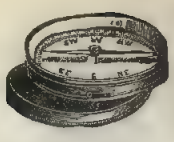
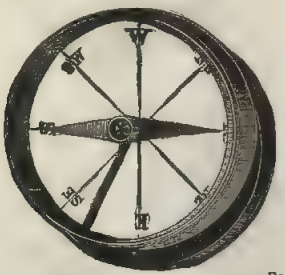


Per Dozen.

No. 560—Brass case, with slip off cover, paper dial, 1 1/16 inch $1.90

Per Dozen.

No. 570—Brass case, paper dial, 1 inch, open face, full divisions, with ring $2.50



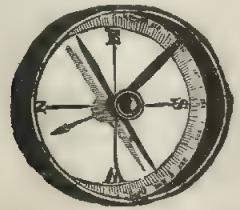
Per Dozen.

No. 585—1 1/2 inch brass case, paper dial, full divisions, lift off cover ..... $ 5.00

No. 589—1 3/4 inch brass case, metal dial, with stop to needle 12.50

Per Dozen.

No. 586—1 1/2 inch brass case, metal dial, beveled glass, open face, 8 divisions, with ring and needle stop $9.20



Per Dozen.

No. 597—2 inch brass, metal dial, straight needle, lift off cover, needle stop, full divisions, jeweled center $19.50

Per Dozen.

No. 588—1 3/4 inch hunting case, all metal dial, nickel plated with spring cover and ring, full divisions $15.00

No. 725—2 inch nickel hunting case, with spring cover, engraved silver metal dial, full divisions, agate cap, automatic stop 46.00

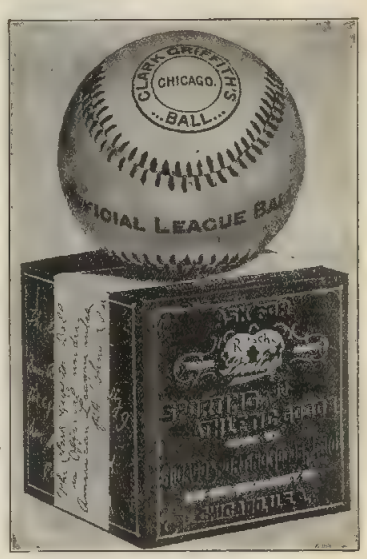
Hunting case.

Per Dozen.

No. 599—1 3/4 inch brass case, with ring and hinged cover, metal dial with full divisions, needle with jeweled center and stop to needle $25.00

BASE BALLS.

CLARK GRIFFITH'S OFFICIAL LEAGUE.



Adopted by The American League.

Guaranteed to last a full game of nine innings without ripping or losing shape.

Equal to the best ball made.

The Clark Griffith League Ball is manufactured by one of the oldest and most reliable concerns in the country. Every detail is carefully examined by experts trained in this particular class of work. The center is made of the best Para rubber, covered with wool yarn with an outside cover of selected horsehide hand sewed with linen thread

Per Dozen

No. CGL—Clark Griffith's Official League. Circumference 9 inches, weight 5 ounces.....$22.10

One in a carton, one dozen in a box

VICTOR OFFICIAL LEAGUE.

Adopted by:—

The Pacific Northwest League,
The Iowa South Dakota League,
The Utah League,

And many other minor leagues and colleges throughout the United States

It conforms to all the requirements and specifications of the National League, the American League and the National Association of Minor Leagues

Guaranteed to last a full game of nine innings without ripping or losing its shape.

Per Dozen.

No. 91—Victor League. Circumference 9 inches, weight 5 oz., best horsehide cover; each ball wrapped in tin foil, boxed and sealed.....$20.00

One in a carton, one dozen in a box.

Regas Automobiles

AIR-COOLED

REGAS AUTOMOBILE CO.
Catalogue for 1904 ready
Rochester, N. Y

BUCKMOBILE CO.
UTICA, NEW YORK, U. S. A.

1904 NIAGARA $850

Starts from the seat; 30 to 35 miles per gal.; 15 chassis, 2 x 30 thos. tire; handsomely upholstered; fitted right for the price.

WILSON AUTO MFG. COMPANY
WILSON, NEW YORK.

CLARK STEAM CARS

High-Grade Oil-Encased, ENGINES, BOILERS, Etc.
EDWARD S. CLARK, 272-276 Freeport St., Harrison Sq. Boston, Mass.

The "SPRINGFIELD" AUTO JACK

With Quick Acting Square Thread Screw
A Combination of Strength, Safety, Simplicity
Actual Lifting Capacity, 2000 pounds
Lifting Range from 11 to 15 inches
Weight, 15 pounds

PRICE, $2.25 NET

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THE "Black Diamond"

Immediate Delivery
Fitted with Friction Clutch on Counter Shaft

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Five models. Five colors

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Richmond Ind. Mfg. Co.

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THE SECRET OF

Solar Success

is found in the Generator

The system used in these Generators is fully covered by patents and found in no other lamps. It has stood the test of many years. Don't experiment. Get a Solar Generator and Solar Generator Lamp and avoid all "lamp troubles" on your automobile.

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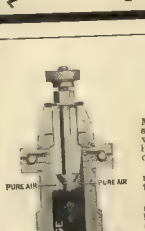
ANDERSON'S

IGNITION PLUGS



Note the relative position of insulation, pure air, charge, and spark at the instant of explosion

Maintain a covering of pure air over the interior insulation during the entire operation of the engine, which serves as a barrier between the charge and the insulated surface, and effectually prevents short circuiting.

AT EACH SUCTION STROKE OF THE ENGINE a very minute quantity of pure air is drawn into the base of the plug through suitable air inlets.

AT EACH COMPRESSION AND EXPLOSION STROKE this small quantity of air is forced back against the insulated surface, and remains interposed between the charge and the insulated surface.

AT EACH EXHAUST STROKE the pure air expels the products of combustion from the body of the plug.

Extended use with various mixtures under various conditions has shown that the forward end of the plug may become heavily coated with a deposit of carbon, but the porcelain remains free from such deposit.

½ inch standard pipe thread	$3 00
18 M.M. METRIC thread	3.00
WESTON SPECIAL "	3.00
½ in. pipe thread with shoulder	3.25
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DISCOUNTS ON QUANTITY ORDERS.

Patents covering the principle and construction of this plug are pending in the United States and Foreign Countries.

MANUFACTURED BY

The J. C. ANDERSON MFG. CO., Inc.

110 & 112 Cambridge Ave., Jersey City, N. J.

The fact that a plug sparks in oil signifies nothing; oil is an insulator, whereas carbon deposit is a relatively good conductor of high tension currents

Some plugs are claimed to be soot-proof, some to spit-fire, some have so-named "compression chambers, but ours is simply a

SCIENTIFICALLY DEVELOPED PLUG, WELL CONSTRUCTED.

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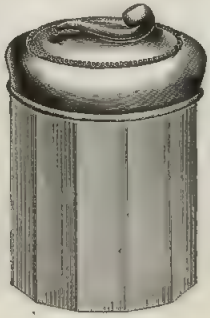

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prove that it satisfies the increasing demand for a horseless vehicle which can be conveniently run for local use. It is equipped with Exide or Edison batteries, and made in the following models: Runabout, Victoria-Phaeton, Stanhope, Surrey or Delivery Wagon and Trucks.

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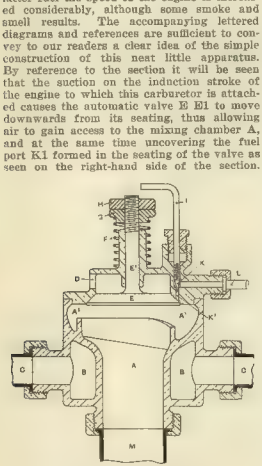
DALLAS, TEX.: 317-319 Elm Street.

connected to plates on an outer fixed ring (D), and the plates collect the current from those on the ring (D2).

"Timing" is effected simultaneously on both shafts, the low tension "commutator plate" (C2) being mounted about the shaft (B) in the same way that the ring (D2) is mounted about the shaft (A); the low-tension current is led to the contact screw (C1) by a spring brush (C3) (seen in the plan view)—the brush pressing on the stationary contact plate. The ring (D2) and the "commutator-plate" (C2) are fixed to sleeves that ride on the shafts, and these sleeves are fitted at their forward ends with toothed quadrants (F) so that they are both rocked about the shafts to the same extent when the timing spindle (G) is moved.

The Cremorne Kerosene or Gasoline Carburetor

With the Cremorne carburetor, made by the Cremorne Motor Manufacturing Co., of 27, Lots Road, Chelsea, Eng., either gasoline or kerosene can be used, and with the latter fuel the speed of the engine is increased considerably, although some smoke and smell results. The accompanying lettered diagrams and references are sufficient to convey to our readers a clear idea of the simple construction of this neat little apparatus. By reference to the section it will be seen that the suction on the induction stroke of the engine to which this carburetor is attached causes the automatic valve E E1 to move downwards from its seating, thus allowing air to gain access to the mixing chamber A, and at the same time uncovering the fuel port K1 formed in the seating of the valve as seen on the right-hand side of the section.



The Cremorne carburetter

A, mixing chamber
A1, spiral whorl in carburetter wall
B, exhaust jacketed space
C, pipe conducting part of exhaust
D, air inlet
E, automatic air and petrol valve
E1, automatic valve stem
F, valve spring
G, spring washer
H, lock nut
I, stem of petrol needle valve
K, petrol needle valve
K1, petrol port
L, petrol supply pipe
M, induction pipe

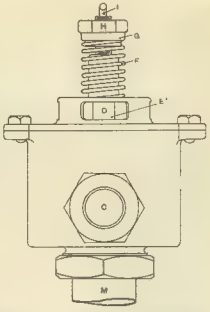


Fig. 2.—Elevation of the Cremorne carburetter. For reference letters see fig 1

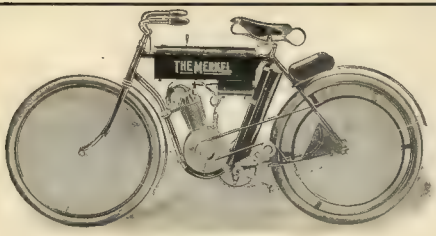
Fuel is conveyed to this port by the fuel supply pipe (L), but the amount delivered through it upon the opening of the valve (E) is controlled at the needle (K). Now the inner walls of the mixing chamber (A) are formed in the space of a spiral whorl (A1), the form and pitch of which are indicated on the section. The air admitted in an outward sprayed form through the valve strikes into this whorl, courses round it, and picks up the fuel entering through the needle valve (K1), becoming thoroughly carbureted in the exhaust jacketed mixing chamber (A) before passing on to the cylinder through the induction pipe **(M). The fuel feed can** be minutely controlled by means of the needle valve, and it will be realized that the faster the rotation of the motor, and the greater the consequent suck of its piston, the more will the valve (E) open, admitting a larger quantity of air, while the fuel feed remains constant, or nearly so.

At Billancourt, France, a statue has been erected to Marcel Renault, the intrepid motorist who lost his life in the Paris-Madrid race on May 24, 1903.

The King of England has become a patron of the Automobile Club of Great Britain and Ireland, and it is now authorized to prefix the word "Royal" to its name.

The French internal revenue tax on alcohol is calculated on the volume of pure alcohol in the liquid at 15 degrees temperature. In order to get an efficient device for determining this amount as the product comes from the still the French Government has offered several prizes in order to encourage the invention of such a meter. Three prizes are offered, one of 5000 francs, one of 3000 and one of 2000. Competitors must give notice before December 1.

A PRIZE WINNER



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Manufactured by
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Tourist Motor Cycles

3 1-2 H. P. $200 150 lbs.

50 Miles--Gasoline Capacity Footrests Handle Bar Control

Breeze Automatic Carburettors give the same mixture at all engine speeds or variation of throttle. ¾ inch pipe size, $7.50 each.

Breeze Straining Funnel separates water or dirt from gasoline. $1.50 each, in spun copper.

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A line of long standing. As good as they look.

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Used everywhere and a salable sundry.

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For Country Road and City Street

Double opposed cylinders, twelve-horse power, 78-inch wheel base, 3-inch tires, roomy tonneau.

Superb in Design and Finish

Send for the Michigan Booklet, 1904 — ultimate facts you should know.

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Tonneau, $2550—

With top and front glass, two Solar gas headlights, two Dietz Regal oil lights tail light, horn with tube and full equipment; $2450, without top and front glass.

Light Touring Car. $1450—

Having much the same outward appearance as our famous Runabout of 1903, but of higher power and capacity and distinctly a powerful touring car—not a Runabout—the most highly developed car of its type the perfected product of the oldest makers of motor cars in America.

The oldest Automobile manufacturers in America. Originators of the only perfect balanced motors on the market.
The name and horse-mark with a sparkle has been used on the Haynes-Apperson cars for years and is used on all the leading French cars, and is the only reliable guide to
Our cars have the horse power, the speed, and reliability. If you want a reliable car place your order now and get early deliveries

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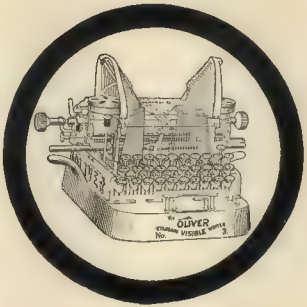

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Automatic Storage Battery Cut-Out

Pat. May 26, 1903. Other patents pending

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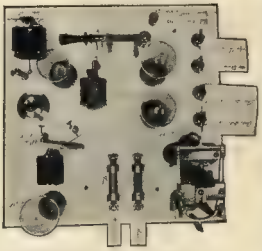

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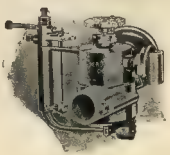

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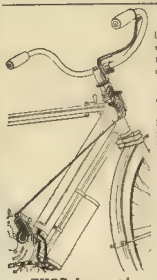

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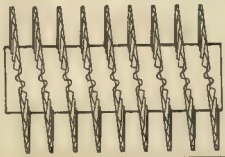

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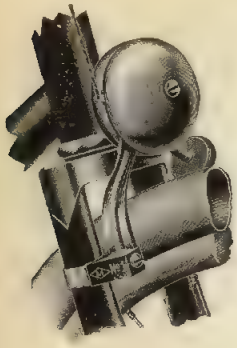

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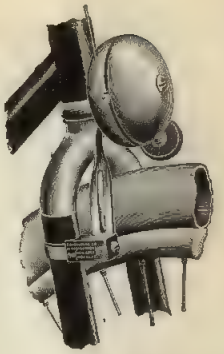

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No. 1—Mossberg Tire Chime. 2½ inch gong, electric ring, chime effect	$11.50
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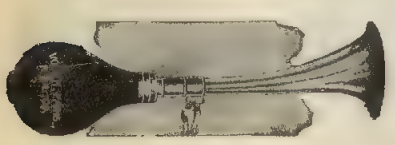
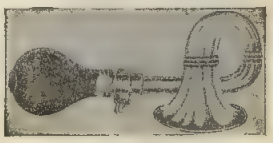


No. 00.



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No. 00—Straight horn. Length 6¾ inches, diameter of bell 1½ inches	$15.00
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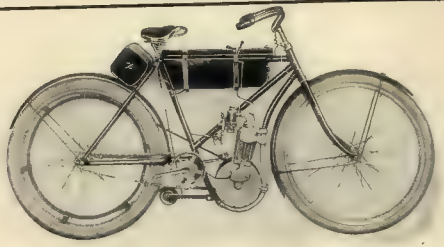

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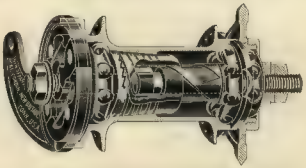

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Order, with remittance, and specify thread.
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AMESBURY, MASS.

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"Lamp Troubles"
WITH

Solar Lamps

A perfect system of gas generation in our acetylene lamps and draft in our oil lamps makes them absolutely reliable. You have enough other worries without "lamp troubles." Get a Solar and know what Lamp Comfort is.

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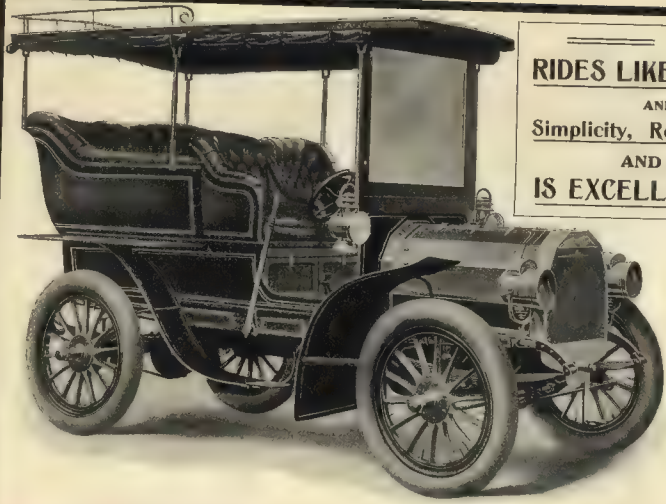
EASTERN OFFICE, 11 Warren St., New York



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Simplicity, Reliability, Power

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IS EXCELLED BY NONE

Single lever control, 5 to 50 miles per hour on direct drive, hardened steel on bronze multiple disc clutches running in oil bath, engine self-starting, four cylinder vertical, 30-35 h. p. interchangeable mechanical valves, jump spark ignition automatic and hand controlled, throttle foot and hand controlled. Large valves and small cylinder wall surface, giving great economy: direct gear used 99% of the time, leaving transmission idle. Welch true honeycomb radiator and pump giving both thermal and forced circulation

Welch Motor Car Co.

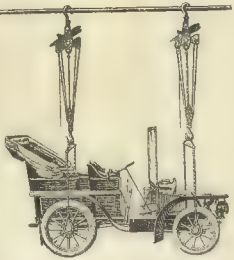
DETROIT, MICH.
Factory: PONTIAC, MICH.

Ask for Catalogue.

centre, which with two other rollers carried on a revolving arm make contact by enclosing the edge of each stationary roller between them as the arm revolves. The fixed rollers are designated by the letter E in the accompanying drawings and D represents a pair of rollers with which each of the six rollers (E) comes in contact, as shown in the sectional view to the left. This principle is, of course, adaptable to other forms for firing any number of cylinders. The manufacturers recommend filling the casing with grease,

The Germain Public Service Gasoline Car

The Germain Co., of Belgium, are producing the public service cars which we illustrate herewith. These cars are built to carry 18 passengers, but the one illustrated has at times carried double that number. The motive power is supplied by a Germain 15-H. P. four-cylinder engine, four speeds forward and reverse, the maximum being about twelve miles per hour. The front wheels have solid rubber tires, while those on the hind wheels are iron. The extreme length of the vehicles is 17½ feet.



Special Block and Fall for Motor Cars

A French firm has designed a specially-arranged pair of pulley blocks for raising motor cars from the ground, our illustration herewith showing the design quite fully. This device will be found useful in both public and private garages, doing away with the necessity of an inspection pit. It also gives an advantage over the pit in that the car is suspended where the under parts are more clearly seen and more easily gotten at. The pulley blocks are of special construction, being provided with a brake device, by means

Block and Fall for Motor Cars.

of which the car can be held at any desired height from the ground and let down gradually. The device is made in three sizes, to support cars weighing respectively up to 800 kilogs, 1500 kilogs, and 3500 kilogs.

The 15-H. P Germain Public Service Car at Durban, Eng

Flexible Control

AND

Noiseless Operation

are features of the

White Steam Touring Car

particularly noteworthy at this time. The operator of a White car can ride up to a railroad crossing without a particle of sound and if the vision is obscured, ascertain by listening whether or not a train is approaching before venturing on the tracks. This cannot be said of any other touring car.

Gasolene automobiles make more noise at slow speed or when momentarily standing than when travelling at high speed. On approaching a railroad crossing cautiously they invariably make noise enough to drown any sound of approaching trains.

The White has no gears, clutches or spark advances to manipulate, nothing but a throttle, one-quarter revolution of which gives a speed variation of from one to thirty miles per hour, a touring car that runs noiselessly without odor, smoke or vibration and in which steam is generated without the conventional boiler and its wearisome water-level. As simple to operate as an electric, with a radius of operation as great as the higher-priced, high-powered gasolene machines

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CLEVELAND, OHIO

THE World's Fair Number

OF THE

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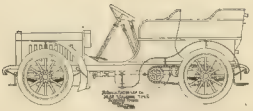
For a reliable car

With Quaker Staunchness and French Perfection



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10 H. P. Runabout

20 H. P. Trucks
10 H. P. Light Delivery Wagon

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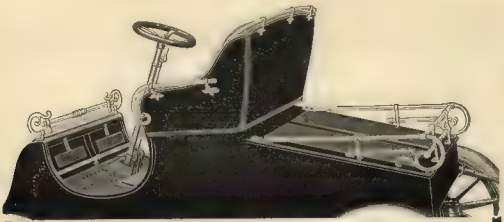

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The ideal idea for chain driven machines.

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Porcelain Spark Plugs, ½ in. . . . . $ .65
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Goggles, clear and black glass . . .25 pair

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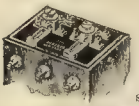

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The **Packard** ride which our agent will give you, if you will send us your name, will convince you of the superiority of the four-cylinder **Packard** over other motor cars—superiority in strength and power, in comparative light weight, in speed, in smooth, quiet running—in fact, in every point of importance in automobile construction.

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"The best made, best fitting, most comfortable, durable and satisfactory underwear at popular prices that modern machinery and skilled labor can produce."

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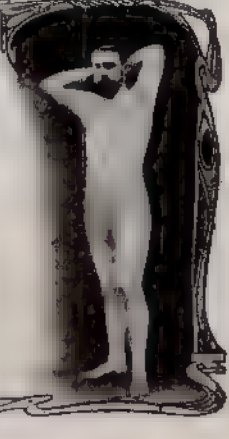

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Guaranteeing an Annual income of $500. for 20 years and then $10,000 cash would be a fine legacy for your wife and family
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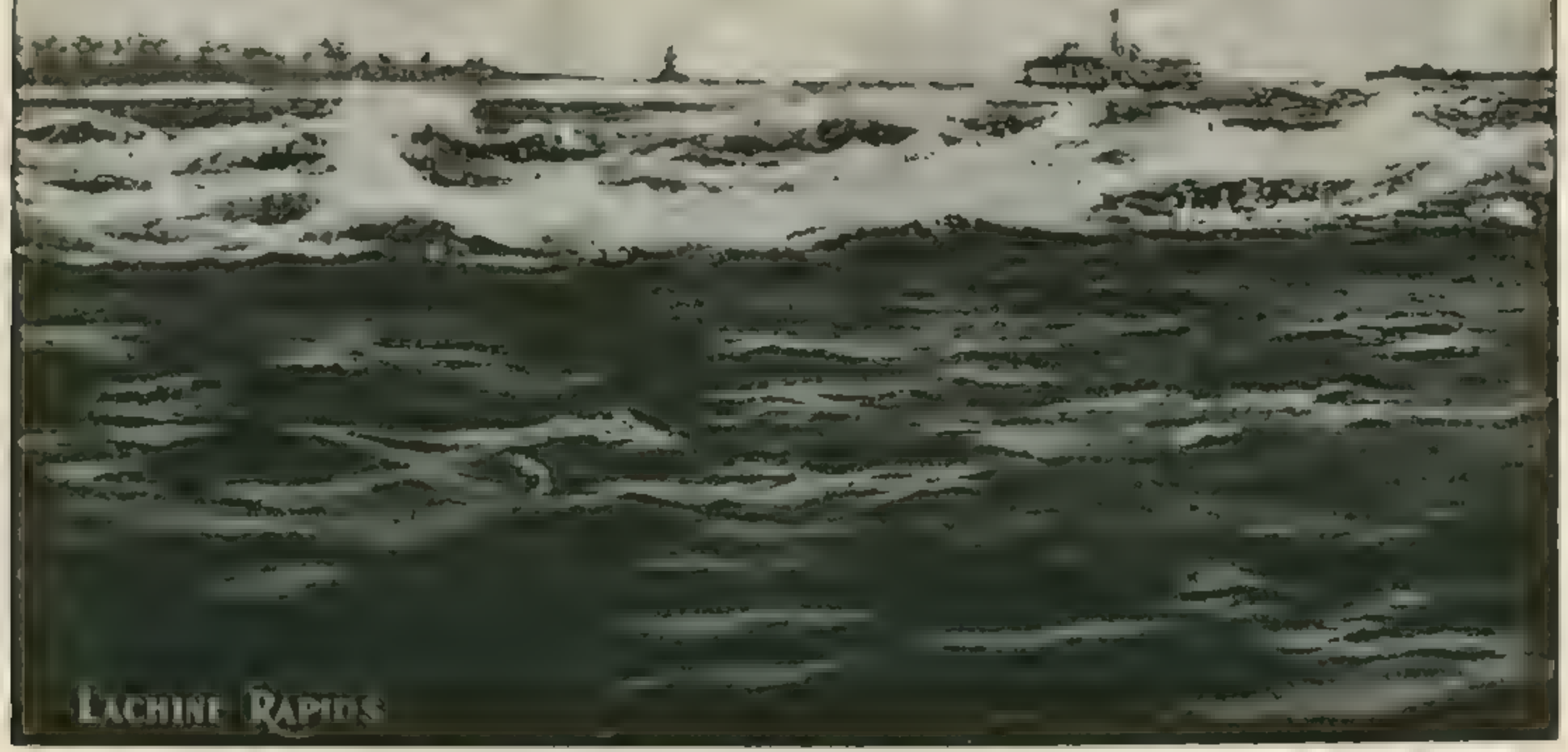

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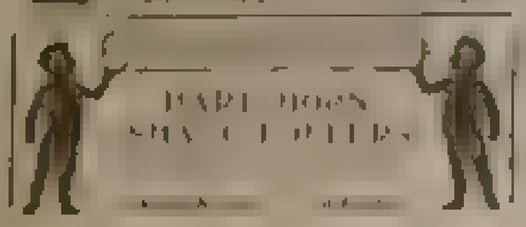

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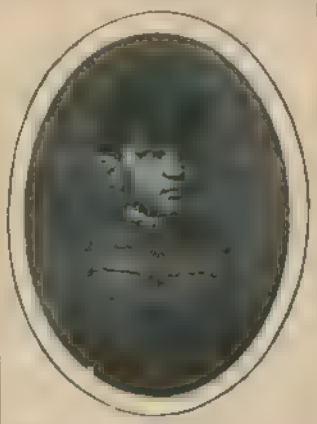

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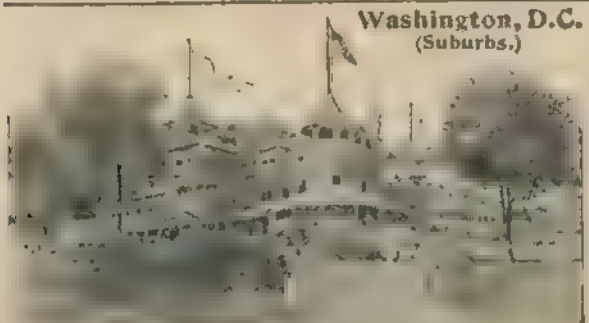

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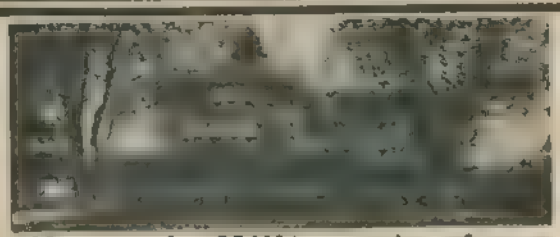

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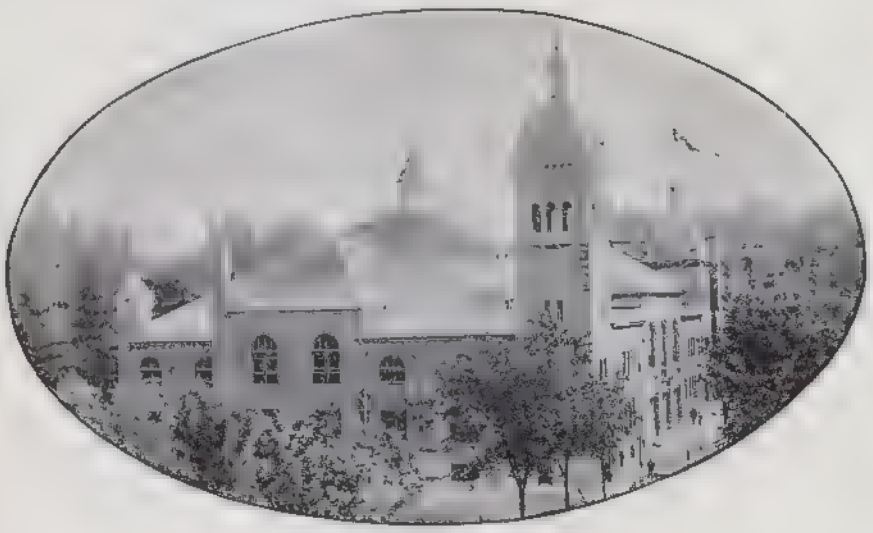

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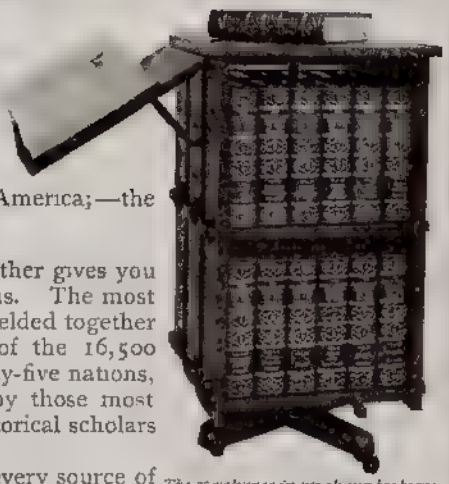

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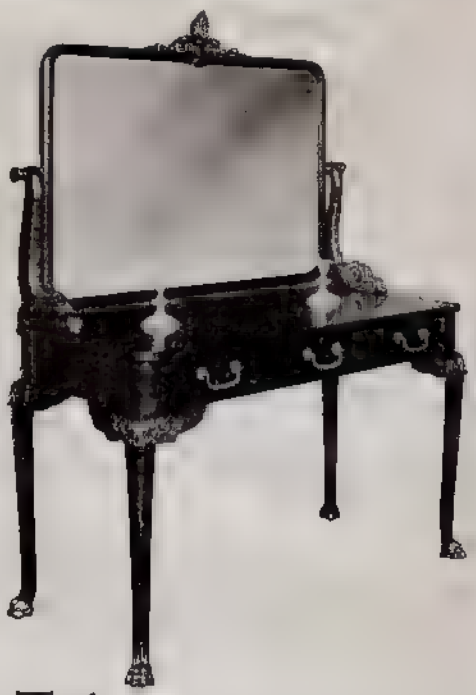

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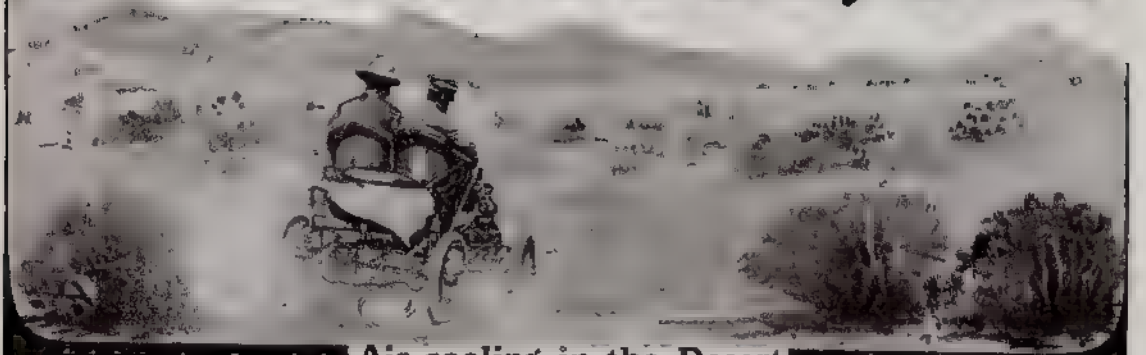

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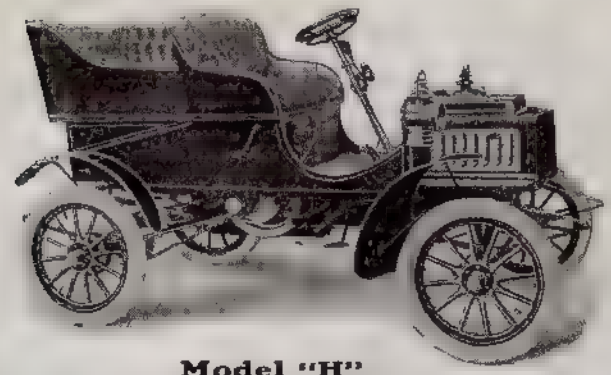

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The success of the Fox Typewriter during the short time it has been on the market has been due to the fact that the machine is mechanically superior to every other typewriter. Thousands of them have been sold that have never required the attention of a repairman. It is the highest grade, piece by piece, of any typewriter manufactured to-day, surpassing them all in mechanical construction.

COST OF MAINTENANCE

The cost of maintenance is a vitally important thing about the purchase of a typewriter. It is frequently entirely overlooked. The **FOX** costs practically nothing for repairs. Other typewriters are frequently very expensive to keep in order.

Four Fox typewriters in the Chicago Post Office in three years cost only fifty cents for repairs.

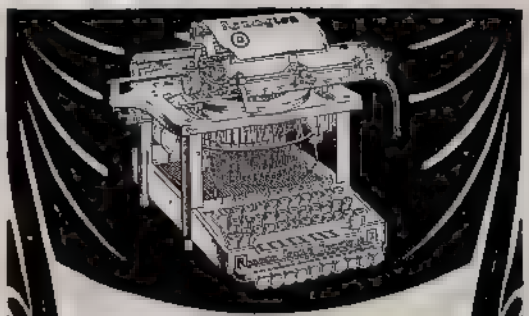
DEALERS WANTED

We have some very desirable territory unoccupied at the present time. We desire to secure responsible dealers for our machines in these localities, and are prepared to make an attractive proposition.

OUR FREE TRIAL PLAN

enables any one anywhere to test the merits of the Fox Typewriter. Our handsome catalogue will be sent for the asking.

FOX TYPEWRITER CO., Ltd.
459 FRONT STREET,
GRAND RAPIDS, MICH.



The New

Remington Billing Typewriter

has two surpassing merits:

It's a complete billing machine.
It's a Remington.

Easy to operate, durable, and economical in service.

Remington Typewriter Company
327 Broadway, New York

SMITH PREMIER TYPEWRITER

THE SMITH PREMIER TYPEWRITER CO.,

HOME OFFICE AND FACTORY, SYRACUSE, N. Y.
Exhibit at World's Fair, St. Louis, Section 23, Palace of Liberal Arts.

THE WELCH GRAPE JUICE COMPANY.

"I bring you nectar and nourishment."—Ben Jonson.

THE World's Fair visitor, as he tramps around the grounds and through the buildings, is very apt to get thirsty before going far. It is not hard to get something in the beverage line, but if one is particular as to what he drinks many of these beverages will be passed. There is at least one, though, that can be depended upon, and that is Welch's Grape Juice—probably the most popular beverage at the Fair.

The Welch Grape Juice Co. have their headquarters at the east corner of the Pike, in their own building, which is shown above; then throughout the buildings and grounds are located their other selling stands—in the Palace of Liberal Arts, the Palace of Electricity, the Palace of Agriculture, the Palace of Horticulture, the Philippine Village, etc.

Welch's Grape Juice is the pure, unfermented juice of choicest Concord Grapes, absolutely free from any alcohol, chemical or preservative. There is no addition whatever—no sugar, no water. That a beverage of this kind should be sold at the Fair for five cents, and sold pure, has occasioned some surprise, but the Welch Grape Juice Co. are there to advertise their product, which is sold by druggists and grocers all over the country.

Welch's Grape Juice is more than an ordinary beverage, it supplies the healthfulness of fresh Concord Grapes. What beverage could be more satisfying to the sightseer? The testimony of thousands is that it relieves the fatigue incidental to sightseeing, besides being a most satisfactory thirst-quencher. It invigorates, but there is no reaction as from a false stimulant.

In 1869, Dr. Welch put up the first unfermented grape juice to supply a non-alcoholic wine for the Sacrament. Soon physicians recognized its value as a nutrient tonic, and that first pressing of a dozen bottles grew into 250,000 gallons of Welch's Grape Juice in 1904. Of course there have been many imitations, but the popularity of this beverage is constantly increasing. The advertising at the World's Fair will still further increase the demand, for there many people are tasting it for the first time, and to taste it and know of its delicious and healthful qualities is to become a regular user; and there, too, people can compare Welch's with other kinds of grape juice, and those who thus investigate will agree with the manufacturers in their claim that no other grape juice possesses the luscious flavor of the Concord Grape to such a degree as Welch's, and no other grape juice is so pure.

Welch's Grape Juice is sold by druggists and grocers generally. A postal-card to the Company at Westfield, N. Y., will bring their booklet with 40 recipes, or if unacquainted with their product, send 10c. in stamps for a 3-oz. bottle by mail.

Does The Saddle Gall You?

Does the close confinement to uncongenial drudgery irritate and chafe you? Throw off the saddle. Get out of the unprofitable and uncongenial work where progress is nearly impossible.

There is no reason why you should not be the rider.

The I. C. S. system of mail instruction will put you in the saddle and help you to earn more.

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gives a thousand and one examples of how our training has enabled our students to advance from low positions to higher ones. The accounts of the rise of some of these students read like romance. This booklet will be sent free to all who fill in and mail to us **this coupon.**

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Show Card Writer	Electrician
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Architectural "	Civil Engineer
Newspaper Illustrator	Surveyor
Elec. Railway Supt.	Mining Engineer
Wall Paper Designer	Architect
Bookcover "	Build'g Contractor
Civil Service	Foreman Plumber
Chemist	Bridge Engineer
Com. Law for Clerks and Stenographers	Stationary "
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At the Sign of White Rock

At the Sign of White Rock there is always refreshment that is pure, satisfying and healthful—a water that is equally delightful whether used as a beverage or blended with wines or liquors. White Rock is incomparably soft, smooth and sparkling; it is the choice of the critical everywhere.

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The longer you use a Winchester the better satisfied you will be that it is the most effective and reliable make of hunting rifle on the market to-day. Winchester rifles are designed to handle all desirable types of cartridges and to meet the requirements of all kinds of shooting and a wide diversity of tastes. If you want satisfactory results, always use Winchester guns for all your shooting and Winchester make of ammunition for all your guns.

See our Exhibits in Manufactures and Fish and Game Buildings at St. Louis.

WINCHESTER REPEATING ARMS CO. - - - - - NEW HAVEN, CONN.

W. & J. SLOANE

HAND-WOVEN RUGS

Illustration showing the large hand-woven Berlin Rug designed and made by us for the Reading Room of the Republican Club, New York City

NOWADAYS the Carpet or Rug is looked upon as an essential feature in harmonious furnishing, and it is very easy to spoil the artistic perfection of a room by an inappropriate floor covering.

Our facilities are unlimited for making Carpets and Rugs to special order from designs prepared by our own artists to continue the motif of the decoration of the room in the floor covering. In variety of quality we offer our patrons a wide selection, such as French Savonnerie and Aubusson, Berlin, Scotch Axminster, India, Turkey, and Persian weaves.

We also carry a large stock of all these qualities in many different sizes and in the various styles of design.

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